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American Railroad Journal.

New York, Saturday, June 20, 1868.

San Francisco and Humboldt Bay R. R.

This company was organized by charter February, 1868. The initial point of the road is at Sancelito, 3½ miles from San Francisco, at "Richardson's Bay," will run through San Raphael, the county seat of Marin, thence to Petaluma, thence to Santa Rosa, the county seat of Sonoma Co., thence to Healdsburgh on Russian River, thence through Cloverdale, thence to the head of Russian River Valley, thence to Uriah, the county seat of Mendocino Co., thence down the Main Eel River Valley to Eureka on Humboldt Bay, the county seat of Humboldt Co. The distance is 223 miles, and capital stock $8,000,000.

By reference to the map of California it will be seen that this must become an important line of communication with the coast counties of California, passing through the thickly settled districts of Sonoma, Russian River and Eel River Valleys, and opening up some of the richest agricultural and timbered lands in that State. It will form the only outlet of the Counties of Del Norte, Shasta Syskiyou, Trinity, Humboldt Lake, Mendocino, Sonoma and M as well as the most practicable outlet for the Oregon Central Railroad from Jacksonville to San Francisco.

The sectional area of territory tributary thereto, is 24,000 square miles, population, 66,000, and assessed valuation, $19,558 000.

It is intended to have 40 miles of the road constructed during the year, commencing at Petaluma, and terminating at Cloverdale, near the head of Russian River. The President, Gen. P. E. Connor, and Chief Engineer, W. S. Watson, are now in the city negotiating for the iron and rolling stock for this division.

The people of the four counties have taken an active interest in the construction of this road, as shown by the vote of Sonoma County, held on the 9th May last, donating $5,000 per mile to the company for 63 miles, or $315,000. The other counties will also donate the same amount as soon as the road reaches their boundaries.

The cost of the road, equipped and running, is estimated by its Chief Engineer, at $22,000 per mile.

Bills for grant of public lands to the road are now before Congress, and from the active interest exhibited by that body, in the development of the Pacific Coast, there is little doubt that the request of the company will be granted before adjournment.

The directors of the company are: Fred. McCrellish, F. A. Bee, Alexander Ely, G. J. Boyd, Gen. Connor, San Francisco. The President of the Board, Gen. P. E. Connor; Chief Engineer, W. S. Watson; Secretary, Fred. McCrellish.

Southern Minnesota Railroad.

At a recent meeting of the stockholders of this company the following board of directors was elected: T. B. Stoddard, C. W. Thompson, Luke Miller, Edward Thompson, C. G. Wycoff, B. D. Sprague, H. W. Holley, Hiram Walker, P. W. Myers.

At a subsequent meeting of the directors, T. B. Stoddard was elected President; Luke Miller, Vice-President; C. G. Wycoff, Secretary; Luke Miller, Treasurer; B. D. Sprague, Land Agent.

The St. Paul *Press* says that two mortgages have been executed, each for $3,600,000, upon 180 miles of the road, including lands and franchises, under which the trustees, Messrs. Samuel B. Ruggles and Albon P. Mann, of New York, will pay $20,000 per mile for each mile of road constructed. The contract for the grading of the first ten miles west of Rushford have been executed, and the right of way for a much greater distance obtained. This negotiation and its results will secure to the counties of Houston, Fillmore, Freeborn, Faribault, Martin and Jackson, a central railway communication, connecting eastward with the Mississippi River, and on the west with the Sioux City and Lake Superior branch of the Union Pacific Railway.

Jalapa Railroad.

The Mexican *Two Republics*, of May 16th, says that 150 tons of English rails for this road had arrived on the last American steamer, and that 150 tons more were expected by the next steamer, and that shipments were to "be continued from New York in sailing vessels, until 1,200 tons were delivered. These rails pass through New York under bond.

"Sr. Zangroniz states his determination to complete ten leagues of the Jalapa Road at once, although no definite action has yet been taken by Congress. This is an exhibition of enterprise that has never before been exhibited in this country and too much praise cannot be awarded to Senor Zangroniz for his prompt and determined action. It is truly refreshing in these days of procrastination and interminable delays to find a man who has *the nerve to act*.

"We hope Congress will at once decide the few points in the concession yet to be discussed and grant it without further delay. And we wish Sr. Zangroniz all the success his energy and business capacity entitles him to."

The same paper states that on the 12th of May, Congress took up the Zangroniz concession—the Jalapa railroad project—and after some discussion approved of the 1st, 2d, 3d and 4th articles. The other portions of the bill yet remained to be disposed of.

☞ The following gentlemen have been elected directors of the Chicago and Milwaukee Railroad Company for the ensuing year: Henry Keep, of New York; H. H. Baxter, of New York; J. H. Benedict, of New York; H. W. Blodgett, of Chicago; J. H. Howe, of Chicago; G. L. Dunlap, of Chicago; Perry H. Smith, of Chicago; M. L. Sykes, of New York; and James B. Redfield, of Chicago.

Lehigh Coal and Navigation Co.

The shipments of coal for the years ending December 31, 1866 and 1867, compare as follows:

Shipped from—	1866.	1867.
Company's Mines	485,398	363,022
Beaver Meadow	103,766	96,892
Hazleton and Black Creek	239,067	288,098
Buck Mountain	24,486	44,298
Nescopec Mines	.....	16,252
Wyoming Region	126,576	167,474
Mahanoy Region	73,604	18,269
Sundry operations	13,406	12,295
Total (tons of 2,240 lbs.)	1,066,303	1,006,604

—showing a less business in 1867 than in 1866, by 59,698 tons.

Navigation on the Lehigh opened on the 20th March, 1867, and closed on the 7th December. The first shipment of coal was made on the 6th April. In 1866, the first shipment was made on the 2d March, and navigation closed on the 1st December,—the season of 1866 having been about three weeks longer than that of 1867. The time lost in consequence of interruptions by damaged canal and labor strikes were nearly alike in either year. The weekly average business was therefore more favorable in 1867 than in the next preceding year.

The coal going down the canal distributed itself as follows:

	1866.	1867.
Consumed on the line	68,555	67,339
Passed into the Morris Canal	205,351	171,267
" " Del. Div. Canal	792,397	767,998
Total (tons of 2,240 lbs.)	1,066,303	1,066,604

The coal that went into the Delaware Division Canal was disposed of as follows:

	1866.	1867.
Consumed on the line of the canal	44,329	43,764
Passed into the Del. and Raritan Feeder	526,245	472,751
Passed through canal to Bristol	221,823	251,483
Total (tons of 2,240 lbs.)	792,397	767,998

The production of coal from the company's mines for the two years 1865 and 1866, compares as follows:

Mined on Company's account:	1866.	1867.
Panther Creek, Summit and Old Tunnel Mines	408,243	370,204
Mined under leases from Co.:		
Room Run Mines	86,132	1,313
Greenwood Mines	32,969	17,538
Old Heaps at Slope No. 2	1,475	353
Total (tons of 2,240 lbs.)	528,819	389,408

which is 139,411 tons less in 1867 than in 1866.

The lease of the Room Run Mines having expired with 1866, the mines were not worked during the year. This in a great measure accounts for the diminution in the amount of coal produced. Besides this, the low average price of coal in the great markets afforded little inducement to aim at a larger production from any of the collieries.

The number of passengers carried over the road in 1865, 1866 and 1867, compares as follows:

	Through.	Way.	Total.
1867	....	.....	81,650
1866	29,721	9,803	39,524
1865	23,882	2,451	26,333

There are now on the road 33 engines, 6 passenger cars, 3 baggage cars, 10 freight cars, 125 flat cars, 363 ten-ton, and 2,791 six-ton coal cars, 8 lime and 151 dump cars, &c.

The total business on the Lehigh Canal in 1867, is shown in the following statement:

	Up.	Down.	Total.
Coal	44	1,006,821	1,006,865
Grain	646	29	675
Salt	374	.....	374
Salt fish and pork.	24	.....	24
Other provisions	261	.....	261
Beer, porter & cider	247	11	258
Hay and straw	356	.....	355
Staves, hoop-poles, &c.	42	1,009	1,051
Lumber	2,453	261	2,714
Brick	3,604	250	3,854
Lime, cement and plaster	1,077	740	1,817
Limestone, earth & sand	42,120	27,836	69,956
Iron	5,981	21,997	27,978
Iron ore	139,593	1,179	140,772
Merchandize	755	234	989
Grindstones, &c.	2	.....	2
Total (long tons)	197,580	1,060,366	1,257,946
Total 1866	192,567	1,098,944	1,291,507
Total 1865	133,552	914,087	1,047,639

The business of the Delaware Division Canal operated by the Lehigh Company under lease, is shown in the following abstract:

	Up.	Down.	Total.
Coal	216	768,792	769,008
Grain	748	126	874
Salt	1,156	.....	1,156
Salt fish and pork	36	12	48
Other provisions	346	51	397
Hay and straw	485	284	769
Staves, posts, rails, &c.	3,168	2,119	5,287
Lumber	5,652	1,926	7,578
Brick	2,640	613	3,253
Lime, cement and plaster	7,489	6,448	13,937
Limestone, earth & sand	13,616	47,632	61,248
Iron	12,664	22,737	34,401
Iron ore	256	941	1,197
Merchandize	1,237	359	1,496
Grindstones, &c.	2	136	138
Bituminous coal	797	.....	797
Total (long tons)	50,508	851,076	901,584

The business of the Lehigh and Susquehanna Railroad for the year 1867, is shown in the following abstract:

	Going North.	Going South.	Total Tons.
Coal	12,496	792,460	804,956
Lumber	7,093	11,788	18,881
Pig iron	1,331	40	1,371
Railroad iron, &c.	4,121	252	4,373
Lime and cement	200	68	268
Hay and straw	78	80	158
Bark	45	1,068	1,113
Stone, sand and earth	375	3,914	4,289
Bituminous coal	799	34	833
Slate and brick	207	41	248
Grain	168	328	496
Furniture, &c.	113	61	174
Whiskey, ale & beer.	97	46	143
Brimstone and soda	....	86	86
Groceries & provisions	348	650	998
Merchandize	236	346	582
Total (tons) 1867	27,707	811,263	838,970
" 1866	34,040	608,267	642,307
" 1865	90,234	267,547	357,781

The coal, included in the above exhibit was received—

From the Wyoming Region	387,410
From the Hazleton Railroad	337,394
From the Upper Lehigh	80,152
Total	804,956

And was delivered to—

Lehigh Canal, Coal Port	516,010
Lehigh Valley R. R., White Haven	170,378
Lehigh Valley R. R., Sugar Notch	50,018
Lehigh Valley R. R., Packerton	45,749
North Pennsylvania R. R., Bethlehem	6,779
Wyoming Canal, South Wilkesbarre	12,497
Line of Lehigh and Susquehanna R. R.	3,531
Total, as above	804,956

The gross profits and expenses for the two years 1866 and 1867, are exhibited in the following statement:

	1866.	1867.
Water and ground rents	$7,759 76	$34,034 51
Profits on town lots.	15,199 33	6,623 00
Profits on coal, incl. mine rents	237,685 76	80,649 24
Tolls on navigation, less collection exp.	548,303 76	513,094 44
Tolls and transportation on railroad, incl. car service	141,838 24	119,956 10
Profits from Delaware Canal	80,027 60	.....
Total gross receipts.	$1,030,814 45	$754,357 29
Add balance from previous year	3,502,854 08	3,391,701 69
Total resources	$4,533,668 53	$4,146,058 98
Total disbursements.	1,141,966 84	2,682,116 20
Balance to next year.	$3,391,701 69	$1,463,942 78

The following shows the disbursements in greater detail:

Cost of repairs and improvements of the navigation	$83,102 90	$96,095 88
U. S. tax on surplus profits, 5 p.c. of previous year	25,980 90	.....
U. S. tax on $1,803,000 scrip, converted into stock by decree of Supreme Court, March, 1864	90,150 00	.....
Dividend and tax, May	320,615 79	197,572 11
Dividend and tax, Nov.	322,631 58	.....
State tax on capital	15,229 25	24,709 67
State tax on gross receipts	7,367 17	.....
Balance of interest account	276,889 25	307,089 40
Cost of operating and rent of Delaware Division Canal	.....	265,491 12
General expenses	.....	54,401 07
Discount on loans, &c.	.....	1,421,259 57
Donation 300 shares	.....	15,000 00
Depreciation L. and S. R. R. equipment	.....	300,497 38
Total disbursements.	$1,141,966 84	$2,682,476 20

The financial condition of the company, as stated in the General Balance Sheet of Jan. 1, 1867 and 1868, is shown in the following statement:

	1867.	1868.
Capital stock	$6,968,146 85	$8,739,800 00
Loan of 1870	414,157 77	384,162 06
Loan of 1884	5,434,351 17	5,606,122 75
Loan of 1897	.....	2,000,000 00
Gold loan of 1897	.....	3,367,306 21
Conv. loan of 1877.	.....	1,201,850 00
Nanticoke loan of 1881	.....	31,000 00
Bills payable	1,222,917 10	907,537 77
Other liabilities		727,174 46
Interest due Jan. 1.	95,902 53	97,451 65
Dividends due and unpaid	11,293 20	1,796 70
Profit and loss	3,391,701 69	1,463,942 78
Total	$17,538,469 31	$24,442,000 68

Against which are charged the following:		
Canal and river improvements.....	$4,455,000 00	$4,455,000 00
Lehigh and Susquehanna Railroad..	5,691,294 05	10,342,823 20
Fixed property:		
Coal and other lands, wharves at Phila., &c.....	334,375 15	650,067 92
Mine improvements, railroads from mines to canal, &c.....	1,416,352 64	1,581,559 10
Shipping improvements.....	.....	298,310 87
Land improvements, (buildings, &c.)..	548,526 01	429,781 57
Moveable effects;		
Canal boats.....	327,081 76	381,720 45
Rolling stock, Lehigh & Susq. R.R.	1,177,010 46	1,611,915 28
Rolling and other stock connected with mine improvements.....	275,551 06	354,912 50
Supplies on hand at Mauch Chunk...	218,923 87	247,258 29
Coal on hand	88,898 02	78,232 40
Bonds & mortgages	44,119 24	43,677 88
Principal of ground and water rents..	179,102 55	175,835 88
Bills receivable....	218,249 09	173,156 34
Due from individuals	1,331,524 21	565,039 71
Contingent fund and other securities..	1,056,676 08	2,352,665 05
Cash on hand.....	175,255 62	700,044 19
Total.....	$17,538,469 31	$24,442,000 63

In the RAILROAD JOURNAL for 1865, p. 587, and for 1866, p. 565, will be found tables exhibiting the progress of the company since 1844. See also JOURNAL for 1867, p. 749. In the following table we give a financial review of their affairs yearly (as of January 1,) for the past eight years, 1861–'68:

Jan. 1st.	Capital Stock.	Funded Debt.	Floating Debt.	Profit and loss.	Total Liabilities.
1861..	$2,479,950	$3,416,871	$360,408	$3,456,703	$9,803,932
1862..	2,479,950	2,798,182	418,729	3,724,838	9,406,699
1863..	2,479,950	2,788,182	789,508	3,176,110	9,233,750
1864..	2,475,950	2,786,682	515,088	3,821,840	9,603,510
1865..	4,282,950	2,846,882	1,267,852	2,983,236	11,380,920
1866..	6,091,700	3,081,484	1,321,331	3,502,854	13,997,318
1867..	6,968,146	5,848,609	1,330,113	3,391,702	17,538,469
1868..	8,739,800	12,504,297	1,738,960	1,468,943	24,442,000

Against which the following disbursements are charged: Jan. 1st.	Canal, &c., Improvem'ts.	Lehigh & Susq. R.R.	Fixed. Property.	Moveable. Effects.*	Cost of Investments.	Cash on hand.
1861.	$4,455,000	$1,380,000	$1,452,364	$1,332,462	$1,335,088	$49,067
1862.	4,445,000	1,380,000	1,522,473	1,089,001	913,069	47,155
1863.	4,445,000	1,380,000	1,619,366	900,841	82,896	
1864.	4,455,000	1,389,988	1,729,852	796,647	796,647	
1865.	4,455,000	1,917,895	2,072,984	1,255,526	680,872	112,772
1866.	4,455,000	3,127,708	2,037,090	1,128,112	640,952	165,976
1867.	4,455,000	5,691,294	2,299,773	2,907,157	680,247	790,116
1868.	4,455,000	10,342,823	2,959,719	3,860,460	1,054,676	175,266
			3,631,749	2,352,665		700,044

* Includes rolling stock of Lehigh and Susq. R. R., and mine railroads, &c.

At an election held May 5th, 1868, the following named persons were chosen officers of the Company, for the ensuing year:

President.—E. W. CLARK.

Managers.—S. M. Felton, Francis C. Yarnall, Charles Parrish, Philip C. Garrett, Jesse E. Smith, Francis R. Cope, Fisher Hazard, George F. Tyler, Charles Wheeler, George Whitney, F. P. Dimpfel.

Vice President.—WILLIAM F. BIDDLE.

Sup't and Engineer.—JOHN LEISENRING.

Treasurer.—SOLOMON SHEPHERD.

Secretary.—FRANCIS MITCHELL.

Pittsburg and Connellsville Railroad.

The Cumberland (Md.) *Alleghanian* speaks of the reported arrangement between the Pittsburg, Fort Wayne and Chicago and Pennsylvania Railroad Companies for their virtual consolidation, as cutting off the Connellsville Railroad from suitable western connections beyond Pittsburg, and hereby destroying to a great extent the value of the latter road to Baltimore, and possibly postponing indefinitely its completion from Connellsville to Cumberland. This is, however, an entirely erroneous view of the situation, even should the threatened consolidation take place. There are other outlets beyond Pittsburg now open, and others which may be readily opened, to the Connellsville Road, besides the Fort Wayne. The Allegheny Valley Railroad leads to the heart of the petroleum district, and affords an existing connection with Lake Erie through the Atlantic and Great Western Railroad and its Mahoning Branch to Cleveland, and through the Erie and Pittsburg Railroad to Erie; while from Cleveland the route to Chicago by the Lake Shore and Southern Michigan and Northern Indiana Railroads is established. This line will be shortened by the construction of about sixty-six miles of easy road, so as to be about the same length from Pittsburg to Chicago as over the Fort Wayne Road, while it will afford a much better connection with the chief Lake ports of Erie, Cleveland, Toledo and Detroit.

No fear need, therefore, be felt as to connections beyond Pittsburg; while the business of that city itself, and that brought to it by the Ohio River, now being improved for uninterrupted navigation, and the local trade of the country between Cumberland and Pittsburg, demands and will insure the immediate completion of the Connellsville Railroad, which all the arts and efforts of the Pennsylvania Central, of which this consolidation is the latest fruit, cannot prevent. The interest which the Fort Wayne Road was expected to acquire in the Connellsville by a subscription ta its bonds is now being readily transferred to other parties, and the only effect of the preferences for a Philadelphia rather than a Baltimore connection shown by the Fort Wayne will be to increase the proportion which this city will hold in the proprietorship of a line which of right should belong to her exclusively.

The most active steps are now about to be taken to place the road between Connellsville and Cumberland under contract, and within a few weeks the heavier sections may be expected to be commenced, with a view to their vigorous prosecution, and the opening of the entire line within two years.—*Baltimore American.*

Millwaukee and St. Paul Railway.

The annual meeting of the stockholders of this company was held at Milwaukee on the 8th inst. Out of a total of $20,000,000 of stock, $18,000.000 was represented. The following gentlgmen were appointed directors for the ensuing year: Alexander Mitchell, of Milwaukee; W. S. Gurnee, of New York; Russell Sage, of New York; Fred. P. James, of New York; N. A. Cowdrey, of New York; Silas Chamberlain, of Minnesota; S. S. Merrill, of Milwaukee; E. P. Wesley, of New York; Julius Wadsworth, of New York; Joseph Rudd, of New York; James G. Garner, of New York; Henry Keep, of New York, and James Buell, of New York. Alexander Mitchell, of Milwaukee, was unanimously re-elected President.

Interest on the Virginia State Bonds.

The Auditor of Public Accounts of the State of Virginia, in a letter to the President of the First National Bank of Richmond, under date of June 8th, conveys the unwelcome intelligence that there is no probability of the July interest on the State debt being paid. He says:

In reply to your inquiry whether the interest on the State debt maturing the 1st of July next will be paid, I have to say that I see no prospect whatever, of having a balance in the treasury at that time, such as would justify the attempt to pay. There are reasons for this opinion which it is not necessary in this communication to state. I will only add that I feel the profoundest regret in making this statement.

On the contrary, the Baltimore *Sun* of June 11th says:

"There was a better feeling as regards Virginia State securities in the market yesterday, growing out of a more correct understanding of the status of the Virginia State debt, and the absence of exaggerated reports in relation to the July interest. There is authority for saying that it is by no means certain that the interest will not yet be paid. As regards the State debt, the total is $44,000,000, but this is represented by interests in railroads amounting to $17,563,299, and $10,400,000 in the James River and Kanawha Canal, making a total of $27,963,299, and if West Virginia assumes one-third of the whole debt as her share, it will leave less than $30,000,000 as the debt proper of Virginia represented by the railroad and canal interests enumerated, and in round numbers about $28,000,000. The exhibit is favorable, and under proper management the bonds of Virginia will pay their interest as punctually and rank as high as those of Tennessee and North Carolina.

Harlem Bridge and Port Chester Railroad.

At the annual election for directors of this company held at North New York on the 13th inst., the following gentlemen were chosen to serve for the ensuing year: Gouverneur Wilkins, John Van Antwerp, Francis Morris, John Hunter, John Schuyler, P. J. M. Van Courtland, Henry W. Clark, Theodore Pine, T. David, Levi B. Brown, A. W. Greenleaf, J. Wainright and N. W. Stuyvesant. Wednesday, 17th inst., was appointed for the election of officers. Although the choice of officers has not been made public sufficient is known to warrant the assertion that work on the projected road will be commenced at an early day, and pushed forward with the utmost vigor. One gentleman of wealth. residing in the vicinity of Port Chester, and who is deeply interested in the construction of this new railroad made the assertion that he expected to ride home on it to his next Thanksgiving dinner. The present board of directors will not wait for the movements of the Connecticut legislature to grant charters for connecting roads, but go immediately to work for the benefit of themselves and other citizens of Westchester county.

☞ The Hartford, Providence and Fishkill Railroad Company is making arrangements to lease the Rockville Railroad for a term of years, commencing September 1st, the expiration of its current fiscal year. The road can be operated more economically as a branch, and the result will be better facilities to consignors and passengers, and cheaper rates.

☞ The Tomah and St. Croix railroad is located to Black River Falls, and will be completed to that village in the fall.

Commerce of New York.

The foreign imports at New York for the month of May, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	$9,438,747	$10,244,318
Do. for warehousing....	10,896,675	10,541,079
Free goods	1,140,103	887,657
Specie and bullion	376,725	477,485
Total entered at port...	$21,852,250	$22,150,539
Withdrawn fr. wareh'use	9,245,943	9,045,351

The foreign imports at New York for the five months from January 1st, were:

	1867.	1868.
Entered for consumpt'n.	$56,025,236	$50,138,370
Do. for warehousing...	53,592,936	49,659,206
Free goods.....	4,932,651	4,170,900
Specie and bullion.....	1,057,512	3,200,789
Total entered at port..	$115,606,355	$107,169,265
Withdrawn fr. wareh'se	52,577,604	45,263,272

The foreign imports at New York for eleven months of the fiscal year, were:

	1867.	1868.
Six months	$143,210,153	$116,072,182
January.....	20,979,087	15,418,571
February.....	25,630,781	20,818,337
March.....	21,512,974	26,512,934
April.....	25,633,293	22,268,884
May	21,850,250	22,150,539
Total 11 months.....	$258,816,538	$223,241,447
Deduct specie.....	9,455,355	4,950,432
Total mdse.....	$249,361,183	$218,291,015

The duties received at New York for eleven months ending with May, were:

	1867.	1868.
Six months.....	$60,531,571 82	$54,731,301 44
January.....	9,472,248 48	7,133,428 42
February.....	11,466,418 42	9,696,752 39
March.....	11,977,418 19	11,195,861 33
April.....	9,372,701 48	10,023,029 37
May	9,340,766 73	9,723,476 45
Total 11 months..	$112,161,125 12	102,503,849 40

The exports from New York to foreign ports in the month of May, were:

	1867.	1868.
Domestic produce	$12,615,022	$14,297,029
Foreign free goods.....	23,492	183,986
Do. dutiable.....	665,031	852,544
Specie and bullion	9,043,154	15,936,231
Total exports.....	$22,346,699	$31,269,790
Do. exclusive of specie.	13,303,545	15,333,559

The exports from New York to foreign ports for five months from January 1st, were:

	1867.	1868.
Domestic produce.....	$76,801,089	$68,466,768
Foreign free goods....	244,124	371,303
Do. dutiable	3,498,407	3,268,064
Specie and bullion.....	17,871,390	37,279,972
Total exports	$98,414,910	$109,386,107
Do. exclusive of specie	80,543,520	72,106,135

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May, were:

	1867.	1868.
Six months ending Jan. 1st.....	$84,590,637	$91,143,385
January	13,448,647	14,448,327
February	15,452,506	14,021,589
March	20,475,226	13,563,450
April.....	17,863,596	14,739,210
May	13,303,545	15,333,559
Total mdse.....	$165,134,157	$163,249,520
Specie.....	34,642,660	64,486,258
Total exports 11 mos..	$199,776,817	$227,735,778

Illinois Central Railroad.

The statement of this Company for the month ending May 31, 1868, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold.....	10,938.48 for	$120,759 19
Acres Int. Fund Lands sold	120.00 for	2,121 20
Acres Free Lands sold..	2,002.80 for	30,142 25
Total sales during month of May, 1868.....	13,061.28 for	$153,022 64
To which add Town Lot Sales		600 00
Total of all.....	13,061.28 for	$153,622 64
Cash collected in May.....		$187,547 99

TRAFFIC DEPARTMENT.

Receipts from Freight	$290,395 00
do. Passengers	125,912 28
do. Mails.....	6,358 33
do. Rent of Road.....	4,000 00
do. Other Sources.....	70,000 00
Total Receipts in May, 1868.....	$496,665 61
Total Receipts in May, 1867.....	$477,026 91
Estimated earnings in the month of May, on the D. & S. C. R. R., not included above	$82,894 43

St. Louis Alton and Terre Haute Railroad.

The earnings of this road for the year 1867, were as follows:

From passengers	$767,194 39
" freight	1,265,808 92
" mail	39,633 41
" express.....	105,601 94
" miscellaneous.....	40,163 68
Total.....	$2,218,402 34

INCOME ACCOUNT.

Balance December 31, 1866.....		$47,272 19
Earnings from all sources, 5 months, to June 1, 1867.....		842,447 19
Earnings of Belleville Branch, from all sources, for 7 months, from June 1, 1867		188,372 56
Amount—Contractors of Main Line, from 1st June, to 30th November, inclusive, (6 mos) 30 per cent. gross earnings, $1,038,001 48.....	$311,400 44	
Minimum amount for December, 1867, (Excess, payable 1st February, 1868).....	37,500 00	
Interest on balances, contractors' account.	5,570 29	
		354,470 23
Total.....		$1,432,562 67

AGGREGATE EXPENDITURES AND LIABILITIES.

Payments on the road from January 1st, 1867, to May 31, 1867, (5 months,) for improvements & transportation expenses.....	$857,141 33
Less amount assumed by contractors for locomotives and supplies on hand.....	118,089 09
	$739,052 24
Payments on the Belleville Branch, from June 1st, to December 31st, 1866, for repairs of roadway, transportation expenses, &c.....	38,116 10
Total amount of coupons payable in 1867	469,000 00
Amount of sinking fund for 1867..	25,000 00
	$1,271,168 34
Balance, December 31st, 1867.....	161,394 33
Total, as above.....	$1,432,562 67

CAPITAL STOCK AND BONDS.

Preferred stock.....		$2,040,000
Common stock		2,300,000
		$4,340,000
1st mortgage bonds, series A.	$1,100,000	
" " " B.	1,100,000	
		2,200,000
2d mortgage pref., series C..	$1,400,000	
" " " D.	1,400,000	
		2,800,000
2d morgage income.....		1,700,000
		$11,040,000

The amount of bonds and stocks cannot be increased without the consent of a majority in interest of the holders of all classes of the securities. The President in his Report says:

The most important act during the past year has been the arrangement made with the railroad companies east of Terre Haute, for the operating of the main line of your road from Terre Haute to East St. Louis and the Alton Branch.

An operating contract with the Indianapolis and St. Louis Railroad Company was duly executed, and the actual possession of the road and its equipment was formally delivered to that company on the 11th day of September last, since which date the main line has been operated under the contract. By the terms of the contract, it took effect on the first of June previous, from which last date up to the 11th September it was operated on account of and for the Indianapolis and St. Louis Railroad Company, and the accounts have been adjusted accordingly.

By the terms of the operating contract, they are to put the road, with its equipment, in good condition, and equal in every respect to first-class roads of the western states, and so to keep and maintain it. They are to pay to this company 30 per cent. of the first two millions of gross earnings; 25 per cent. of the next or third million, and 20 per cent. on all earnings above that during the existence of the contract.

These payments are to be made in monthly installments, with an agreed minimum of $37,500 per month, or $450,000 per annum, as stated in the circular of the 17th July last, a copy of which is appended hereto.

The performance of this contract is guaranteed by the Pittsburgh, Fort Wayne and Chicago Railway Company, one-third, the Indianapolis, Cincinnati and Lafayette Railroad Company, one-third, and the Bellefontaine Railway Company, the Cleveland, Columbus and Cincinnati, and the Cleveland, Painesville and Ashtabula Railroad Company, jointly, one-third. It will be perceived that the Pennsylvania Railroad Company failed to unite in the arrangement.

The following extract from the sixth annual report of the board of directors of the Pittsburgh, Fort Wayne and Chicago Railway Company, recently submitted to its bond and stockholders, explains the relations and objects of the associated companies in entering into the contract with us:

"The relations of this company with connecting roads and lines have not been materially changed during the past year, excepting an arrangement for the working of the St. Louis, Alton and Terre Haute Railroad for a period of ninety-nine years, jointly with the Indianapolis and Cincinnati Railroad Company and the several companies owning the three roads between Indianapolis and Erie, Pennsylvania. The companies agreeing to work the road are to pay thirty per cent. of the gross earnings until they reach $2,000,000 per annum, and twenty-five per cent. of the gross earnings which exceed $2,000,000, and less than $3,000,000 per annum, and twenty per cent. of all gross earnings over $3,000,000 per annum, and have guaranteed to the St. Louis, Alton and Terre Haute Railroad Company a sum of $450,000 a year under the arrangement. The condition of their property at the time the ar-

rangement was made was such as to require some advances on the part of this and the other companies to put the track and equipment in a condition so as to realize profitable results. This is being done, and will be continued to some extent during the current year, after which it is believed that the road will yield a profit to the companies working it.

"The object of your board of directors in entering into the arrangement for operating the St. Louis, Alton and Terre Haute Railroad was to harmonize all interests east of Indianapolis in the working of the single line of road from Indianapolis to St. Louis, in such way as to give to the several roads and lines east of Indianapolis their several fair and equitable proportions of the business east from St. Louis by this route, and at the same time remove all temptation from the parties in an effort, each for itself, to get an exclusive contract of the single railway line west of Indianapolis. For nearly a year previous to the consummation of the arrangement, each of the lines of road north and south of your road has been engaged in efforts to obtain exclusive control west of Indianapolis, the effect of which, if accomplished would have been to cut this company off from all St. Louis business excepting by the way of Chicago. When, therefore, the plan was suggested to your board of directors to join with all the other interests in an arrangement for working the line between Indianapolis and St. Louis for the common benefit on an equitable basis, it seemed so eminently to the interests of this company, as well as to all, that they did not hesitate to commit this company to the plan. Unfortunately, before the final signing of the papers, and the formal taking possession of the property, the Pennsylvania Railroad Company withdrew from the arrangements for reasons which the other parties were not, and have not yet been able to appreciate, and consequently they were unwilling to adopt them, and thus break the pledge entered into by them with the St. Louis, Alton and Terre Haute Railroad Company. It is hoped, as it is very desirable, that the Pennsylvania Railroad will yet join in the arrangement, and thus harmonize all interests, as was originally designed."

Since they took possession of the main line very considerable expenditures have been made upon it, and its condition has been materially improved.

The gross earnings of the road for the first five months, from 1st January to 31st May, inclusive, were	$842,447 19
The gross earnings of the main line for the seven months, from 1st June to 31st December, were, as reported	1,187,832 59
The gross earnings of the Belleville Branch, for the same time, were	188,122 56
Total	$2,218,402 34
The gross earnings for the year 1866, were	$2,250,142 54
Showing a decrease for the year of	$31,740 20

as compared with the previous year. The loss was in about equal proportion on freight and passenger traffic.

The business of the road during the winter months has been light, owing measurably to the severity of the winter and the obstructions in the river. With the increased facilities and improvements of the road-bed and its equipment, and the favorable prospects of the incoming crops, the business of the current year, will, it is expected, prove satisfactory, and it is hoped will show a gain on that of last year.

The attention of the board will now be directed particularly to the Belleville Branch. A negotiation has been pending for some time with the Belleville and Southern Illinois Railroad Company, for the extension of this branch to Duquoin, and it is hoped that some satisfactory arrangement will yet be made.

The business of this branch for the year 1867 was very satisfactory. By the contract for the operating of the main line, so much of the equipment as had been used in and appertained to the business of this branch was reserved for its use.

The settlement with the holders of preferred stock was made in accordance with the proposition contained in the circular, at the meeting held on the 15th of August last, with the unanimous consent of a large majority in interest of the holders of preferred stock, and also of the holders of preferred second mortgage and income bonds, who were represented at the called meeting for that purpose.

BALANCE SHEET, DECEMBER 31, 1867.

To earnings from all sources—		
July 1, 1862, to January 1, 1863	$632,712 20	
January 1, 1863, to Jan. 1, 1864	1,564,913 14	
January 1, 1864, to Jan. 1, 1865	2,084,074 32	
January 1, 1865, to Jan. 1, 1866	2,240,743 53	
January 1, 1866, to Jan. 1, 1867	2,250,142 54	
January 1, 1867, to Jan. 1, 1868	842,447 19	
		$9,605,033 02
Due on acc'unts audited	$3,536 42	
Due Terre Haute and Richmond Co	4,315 92	
Due agents of Co.	2 70	
Due on income tax	14,879 52	
Due individuals	4,511 40	
Due Belleville Branch	134,514 10	
Due Treasurer	705 33	
		162,465 39
Due Contractors, Main Line	$348,900 42	
Due interest	5,426 25	
Due receivers of T. H., A. & St. L. R. R. Co.	37,682 78	
		392,009 45
Due first mort. bonds	2,200,000 00	
Due second mort. preferred bonds	2,800,000 00	
Due second mort. income bonds	1,700,000 00	
Due preferred stock	2,040,000 00	
Due common stock	2,300,000 00	
		11,040,000 00
		$21,199,507 86
By amount of accounts audited—		
July 1, 1862, to Jan. 1, 1863	$354,281 38	
Jan. 1, 1863, to Jan. 1, 1864	1,131,333 86	
Jan. 1, 1864, to Jan. 1, 1865	1,583,307 58	
Jan. 1, 1865, to Jan. 1, 1866	1,752,185 25	
Jan. 1, 1866, to Jan. 1, 1867	1,723,378 15	
Jan. 1, 1867, to Jan. 1, 1868	739,052 24	
		$7,283,538 46
Paid on charter liabilities, January 1, 1863	$17,444 20	
Profit and loss	2,321 12	
		20,765 32
Cash in Bank	$13,215 50	
Due from agents	5,923 37	
Due from suspense account	25,687 14	
Due from real estate account	18,450 90	
Due from Alton passenger depot	9,044 55	
Due from contractors St. L., A. T. H. R.R.	179,143 95	
		251,465 41
First mortgage coupons	$787,877 25	
Preferred second coupons	918,274 07	
Income second coupons	572,150 35	
Preferred stock	237,837 00	
Sinking fund	87,500 00	
Capital stock	11,040,000 00	
		13,643,738 67
		$21,199,507 86

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of May, as compared with the same period of the year 1867:

	1868.	1867.
From freight	$379,354 62	$360,563 51
" passengers	208,344 56	199,616 94
" express matter	8,307 00	8,626 50
" mail	7,825 00	7,825 00
" rent of railway	7,083 33	7,083 33
" miscellaneous	1,000 00	2,768 78
Total	$611,914 51	$586,484 06
Expenses	427,528 41	349,819 79
Net earnings	$184,386 10	$236,664 27

This shows an increase in earnings of $25,430 45; with an increase in expenses of $77,708 62—making the decrease in net earnings, $52,278 17.

The earnings and expenses, from January 1 to May 31, compare as follows:

	1868.	1867.
Earnings	$3,181,006 20	$2,872,914 10
Expenses	2,028,389 77	1,950,952 93
Net earnings	$1,152,616 43	$921,961 17

This shows an increase in earnings of $308,092 10; with an increase in expenses of $77,436 84—making the increase in net earnings, $230,655 26.

Cincinnati, Richmond and Fort Wayne Railroad.

The Cincinnati *Gazette* says that the prospects of direct railway connection between Cincinnati and Fort Wayne are very encouraging.

On the 29th ult., a meeting was held at Fort Wayne, at which were present Mr. Cass, President of the Pittsburgh, Fort Wayne and Chicago Railroad; Mr. S. S. l'Hommedieu, of the C. H. & D. Railroad; Mr. Edgarton, of the Grand Rapids Railroad, and the president and directors of the Richmond and Fort Wayne Company. The result was an agreement by which the Cincinnati, Hamilton and Dayton, with the Pittsburg, Fort Wayne and Chicago Co., join *pro rata*, in guaranteeing the interest on $1,000,000 bonds, to be used in purchasing the iron, chairs and spikes. These companies also agree to furnish the rolling stock in the proportion of 148 to 70 miles. The Cincinnati, Hamilton and Dayton and Eaton and Richmond Companies are to run the road on *pro rata* account with the Pitisburg, Fort Wayne and Chicago.

It now only remains for the Cincinnati, Richmond and Fort Wayne Company to increase its capital stock, so as to secure additional means sufficient to make the road from Richmond to Fort Wayne ready for the iron. A great deal of this work has already been done, and if Cincinnati will do its share, which will not be large, the road may be opened in one year from the present time.

Prominent among the advantages of the road, says the *Gazette*, will be those resulting from connection at Fort Wayne with the road to Grand Rapids, Michigan. One half the lumber used in Cincinnati comes from Michigan, with whose lumber regions she would be brought in direct connection. This line will give direct connection with Chicago, only eighty miles longer than the shortest of the present routes.

☞ It is officially announced that books will be opened on the 20th inst., in Emmittsburg, Md., for subscriptions to the stock of the Emmittsburg Railroad. The charter authorizes the building of a railroad from Emmittsburg to the Western Maryland Railroad, immediately west of Monocacy River. The length of the road will be about seven miles.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna..100	$1,675,132	-------	-------
Allegheny Valley 50	1,498,400	-------	-------
Alton and St Louis.....100	125,000	J.A.J&O	Oct.'67 1½
Atlanta and West Point..100	1,232,200	J. & J.	Jan.'68 3½
Atlantic & N. Carolina ...100	5,545,225	-------	-------
Atlantic & Gt. Western .. 50	11,522,150	-------	-------
" " " pref. 50	1,919,000	-------	-------
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan.'68 2
Augusta and Savannah ...100	733,700	J. & J.	Jan.'68 3½
Baltimore and Ohio.....100	16,151,962	A. & O.	Apl.'68 4
Do. Washington Br.....100	2,850,000	A. & O.	Apl.'68 5
Baltimore City Passenger...	670,000	-------	Jan.'68 3
Bay de Noquet & Marq...100	-------	A. & O.	Apl.'68 3
Bellefontaine Line 100	4,420,000	F. & A.	Feb.'68 3½
Belvidere Delaware.....100	997,112	-------	-------
Berkshire*.....100	600,000	J.A J&O	Apl.'68 1½
Blossburg & Corning.*..... 50	250,000	J. & D.	Dec.'67 2½
Boston and Albany 100	13,725,000	J. & J.	Jul. '68 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '68 4
Boston, Concord & Mont..100	459,600	-------	-------
Do., do. pref.100	1,340,400	M. & N	May'68 3
Boston and Lowell.....500	1,830,000	J. & D.	Jan. '68 4
Boston and Maine.....100	4 076,974	J. & J.	Jan. '68 5
Boston and Providence ...100	3,660,000	J. & J.	Jan. '68 5
Broadway (Boston) 50	325,000	J. A. J.O.	Apl. '68 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & J	Jul '67 5
Brooklyn City..... 10	1,000,000	F. & A.	F'b.'68 3½
Brooklyn City & Newt'n.100	399,800	-------	-------
Buff., New York & Erie*.100	850,000	M. & N.	N'v 67 3½
Buffalo and State Line ...100	2,200,000	F. & A.	Feb.'68 5
Cambridge Horse (Bost'n)100	727,800	A. & O.	Apl.'68 4½
Camden and Amboy.....100	6,842,200	F. & A.	Feb.'68 5
Camden and Atlantic,pref. 50	600,000	-------	-------
Cape Cod Branch 50	721,926	J. & J.	Jan. 68 3½
Catawissa. 50	1,150,000	-------	-------
Catawissa, pref..... 50	2,200,000	M. & N.	May '68 3½
Cayuga & Susquehanna..* 50	589,110	-------	Jan '68 4½
Central of Georgia.....100	4,666,300	J & J.	Jul. '68 7
Central of New Jersey...100	13,768,000	J.A.J&O	Apl.'68 2½
Central Ohio.....100	400,000	J. & D.	Jun.'68 3
Do. pref.....	-------	J. & D.	Jun.'68 3
Cen. Park, N. & E. River.100	970,000	-------	Oct.'67 2½
Charlotte & S Carolina...100	1,201,000	-------	-------
Chemung*.....100	380,000	-------	Mar '68 2
Cheshire, preferred 100	2,017,825	Annual.	Jan' 68 3
Chicago and Alton.....100	3,886,643	M. & S.	Mar. '68 5
" " pref...100	2,425,576	M. & S.	Mar. '68 5
Chicago, Burl. & Quincy . 50	12,500,000	M. & S.	Mar. '68 5
Chicago and Gt. Eastern..100	4,390,000	-------	-------
Chicago, Iowa & Nebras*.100	1,000,000	-------	Jan.'68 5
Chicago and Milwaukee*.100	2,227,000	-------	-------
Chicago & N. Western....100	13,160,927	June	J'n'68 10s
" " pref.100	12,994,719	June	J'n'68 10s
Chicago, R. I. & Pacific...100	9,100,000	A. & O	Oct. '67 5
Cin., Ham. & Dayton.....100	3,129,100	M. & N.	M. '68 8s
Cincinnati City Passenger...	-------	J'n &J'ly	Jan.'68 2
" Street	-------	J. & J.	Jan.'68 2
Cincinnati and Zanesville. 50	1,600,250	-------	-------
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '68 6
Cleve., Col. & Cincinnati.100	6,000,000	F. & A.	Feb.'68 4
Cleveland & Mahoning*... 50	2,044,800	M. & N.	M.'68, 3½
Cleve., Painsv. & Ashta...100	5,000,000	J. & J.	Jul.'68 3½
Cleveland and Pittsburg... 50	5,424,091	May.	M.'68 10s
Cleveland and Toledo* ... 50	4,841,000	J. & J.	Jul.'68 3½
Col. & Indianapolis Cen...100	4,000,000	J.A.J&O	O. '67 2½
Columbus and Xenia*..... 50	1,786,200	J. & J.	Jan.'68 4s
Concord..... 50	1,500,000	M. & N.	May '68 5
Concord & Portsmouth ...100	350,000	J. & J.	Jan 68 3½
Coney Island & Brooklyn.100	800,000	-------	-------
Conn. & Passump. Rivers.100	-------	-------	-------
Do. do. pref.100	1,673,500	J. & J.	Jan. '68 3
Connecticut River.....100	1,650,000	J. & J.	Jul. '68 5
Cumberland Valley..... 50	1,316,900	A. & O.	Apl. '68 4
Danbury and Norwalk ...100	306,900	-------	-------
Dayton and Michigan*....100	2,384,941	-------	-------
Delaware..... 50	406,132	J. & J.	Jan. '68 3
Del., Lackaw. & Western. 50	11,288,550	J. & J.	Jan. '68 5
Des Moines Valley.....100	1,550,050	-------	-------
Detroit & Milwaukee.....100	452,359	-------	-------
" " pref.100	1,500,000	-------	-------
D. Dock, E. B'dw. & Bat..100	1,200,000	-------	-------
Dubuque and Sioux City.100	1,673,641	-------	-------
Do. do. pref 100	1,987,351	Annual.	Dec.'67 7
Eastern (Mass.).....100	3,578,304	J. & J.	Jan. '68 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '68 4
East Pennsylvania 50	654,600	-------	-------
East Tenn. and Georgia...100	-------	-------	-------
East Tenn. and Virginia...100	-------	-------	-------
Eighth Avenue (N. Y.) ...100	1,000,000	J.A J&O	Jan. '68 4
Elm., Jeffers. & Canand*.100	500,000	F. & A.	F'b.'68 2½
Elmira & Williamsport*.. 50	500,000	M. & N.	May'68 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'68 3½
Erie Railway 100	16,570,100	F. & A.	Feb.'66 4
Do. pref.....100	8,529,700	Annual.	Jan. '68 7
Erie & North East*.....100	600,000	F. & A.	Feb.'68 5
Evansville & Crawfordav.100	1,142,834	-------	-------
Fitchburg.....100	4,540,000	J. & J.	Jan. '68 4
Fitchburg & Worcester...100	247,800	J. & J.	Jan.'68 3
Flint and Holly	-------	M. & N.	M'v'67 5
Forty Sec. St. & G. St.F'y.100	750,000	A. & O.	Oct. '67 5
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jul. '67 3
Georgia 100	8,156,000	A. & O.	Jan.'68 3½
Germantown (Phila.)..... 50	112,245	J. & J.	Jan. '68 3
Girard College (Phila.) .. 50	160,000	J. & J.	Jul. '67 2
Grants 100	-------	J. & J.	Jan.'68 4
Green and Coates St. (Ph.) 50	150,000	J @ J.	Jan.'68 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	$3,000,000	J.A.J&O	Apl. '68 3
Hannibal and St. Joseph.100	1,900,000	-------	-------
Do. do pref.100	5,253,830	-------	-------
Hanover Branch, Pa..... 50	116,850	M. & N.	May '68 5
Housatonic.....100	820,000	-------	-------
" pref 100	1,180,000	J. & J.	Jan.'68 4
Hudson River.....100	13,937,100	A. & O.	Apl. '68 4
Hazleton..... 50	1,615,000	May.	M'y'68 2½
Huntingdon & B'd Top ... 50	494,380	-------	-------
" " pref. 50	190,750	J. & J.	J'n.'68 3½
Illinois Central.....100	23,386,450	F. & A.	Aug.'68 5
Indianapolis, Cin. & Lafay.50	1,689,900	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J. A J&O	Apl.'68 1½
Joliet & North. Indiana*.100	300,000	J. & J.	Jan. '68 4
Lackawanna & Bloomsb... 50	1 325,000	-------	-------
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna. 50	5,104,050	M. & N.	M'y.'67 5
Lehigh Valley 50	10,734,100	J.A.J&O	Apl.68 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'68 4
Lexington & Frankfort ...100	514,646	M. & N.	Nov.'67 3
Little Miami..... 50	3,572,400	J. & D.	D'c.'67 4s
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. 68 2
Lomb. and South St (Ph.) 25	90,000	-------	-------
Long Island..... 50	3,000,000	F.M.A.N.	Aug.'66 2
Long Branch & Sea Shore ..	95,194	-------	N'v'67 10
Louisv., Cin. and Lex. pr.100	48,638	J. & J.	Jul.'67 4½
Louisville and Frankfort.. 50	1,109,594	J. & J.	Jan. '68 3
Louisville and Nashville...100	5,500,000	F. & A.	Feb.'68 4
Louisv., N.Alb.& Chicago.100	2,800,000	-------	-------
Lowell and Lawrence 100	200 000	A. & O.	Apl. '68 3
Macon and Western.....100	1,500,000	-------	Apl. '68 4
Mahanoy & B'd Mount'n* 50	921,615	-------	-------
Maine Central.....100	1,600,860	-------	-------
Manchester & Lawrence.100	1,000,000	M. & N.	May'68 5
Marietta & Cincinnati..... 50	2,029,778	-------	-------
" " 1st pref. 50	6,586,135	M. & S.	Sep. '66 3
" " 2d pref.. 50	4,051,744	M. & S.	Sep. '66 3
Memphis and Charleston.100	5,312,725	M. & S.	Mar.'68 3
Memphis and Ohio 100	570,000	-------	-------
Metropolitan (Boston).....100	1,250,000	J & J.	Jan. '68 5
Michigan Central 100	7,502,866	J. & J.	Jul. '68 5
Mich. So. & North. Ind. ...100	9,811,300	May.	M. '68 10s
" " guaranteed.100	787,700	F. & A.	Feb.'68 5
Middlesex (Boston).....100	400,000	-------	-------
Millville and Glassboro' ...100	368,200	F. & A.	Aug.'67 6
Milw. & Prairie du Chien....	-------	-------	-------
" " " 1st pref 100	3,082,000	Annual.	Feb.'68 8
" " " 2d pref.100	1,014.000	Annual.	Feb.'68 7
Milw. & St. Paul.....100	3,627,000	J. & J	-------
" " " pref.....100	7,371,000	J. & J.	Jan. '67 5
M. Hill & Schuylk. Haven 50	2,775,100	J. & J.	Jan. '68 4
Mobile and Ohio 100	3,588,300	-------	-------
Montgomery & W. Point.100	1.644.104	J. D.	Dec.'67 4
Morris and Essex 50	5,500,000	F. & A.	F. 67 3½s
Nashua and Lowell.....100	600,000	M. & N.	May '68 5
Nashville & Chattanooga.100	2,056,544	-------	-------
Naugatuck.....100	1,100,000	F. & A.	Feb.'68 5
New Bedford & Taunton.100	500,000	J. & J.	Jan.'68 4
New Haven & N. London.100	738,538	-------	-------
N Haven & Northampton.100	1,224,100	J. & J.	Jan. '68 3
New Jersey.....100	5,000 000	F. & A.	Feb.'68 5
New London Northern....100	895,000	M. & S.	Mar.'68 4
N. O., Opel. & Gt. West'n.100	4,093,425	-------	-------
New York Central.....100	26,530,000	F. & A.	Feb.'68 3
New York and Harlem.... 50	5,285,050	J. & J.	Jul. '68 4
" " pref. 50	1,500,000	J. & J.	Jul. '68 4
New York & New Haven.100	6,000,000	J. & J.	Jul. '68 5
N. Y., Provid. & Boston .100	1,755,281	J. & J.	Jul. '67 3
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '68 3
Ninth Avenue.....100	797,400	-------	-------
North Carolina.....100	4,000,000	-------	-------
Northern Central 50	4,648,900	F.M.A.N	May '68 2
North Eastern (S. C.) pref.	155,000	-------	May '67 4
Northern of N. Hampsh..100	3,06-,400	J. & D.	Jun.'68 4
Northern of N. Jersey ...100	158,800	-------	-------
North Missouri 100	2,369,307	-------	-------
North Pennsylvania..... 50	3,150,150	-------	F'b.'68 5s
Norwich & Worcester ...100	2,363.600	J. & J.	Jan. '68 3
Ogdensb. & L. Champl'n.100	3,077,000	F. & A.	Feb. '68 3
" " pref.100	641,200	A. & O.	Apl.'68 4
Ohio and Mississippi.....100	20,222,647	-------	-------
" " pref.100	3,607 197	J. & D.	Jun'68 3½
Old Colony & Newport ...100	4.848,300	J. & J.	Jan. '68 3
Orange and Newark 100	281,550	-------	-------
Oswego and Syracuse..... 50	482,400	F. & A.	Feb. '68 4
Pacific of Missouri.....100	3.581,000	-------	-------
Panama.....100	7,000,000	J.A J&O.	Apl. 68 6
Paterson and Ramapo.....100	248,000	J. & J.	Jan. '68 3
Paterson and Hudson Riv100	630,000	J. & J.	Jan '68 4
Pennsylvania 50	20,000,000	M. & N.	May '68 8
Peoria & Bureau Valley*.100	1,200,000	A. & O.	Apl. '68 6
Petersburg & Lynchburg.100	1,365,500	-------	-------
Philadelphia and Erie*... 50	5,069,450	-------	Jan. '68 3
Philadelphia and Reading 50	21,191,067	J. & J.	Jan. '68 5
Do. Do. preferred. 50	1,551, 00	J. & J.	Jan. '68 5
Phil., Germ'nt'n & Nor'n 50	1,507,850	A. & O.	Apl. '68 5
Phila. and Trenton*.....100	999,200	F. & A.	Feb. '68 5
Phila., Wil. & Balt..... 50	9,019,300	J. & J.	Jul. '68 4
Philadelphia City 50	100,000	J & J.	Jul. '67 5
Philadelphia and Darby... 20	100,000	J. @ J.	Jan.'68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	Jan. '68 4
Pittsburg & Connellsville. 50	1,794,623	-------	-------
Pittsb., Ft. W. & Chicago.100	11,500,000	J.A.J&O	Apl.68 2½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan '68 3
Portland and Kennebec...100	579,500	F. & A.	Feb.'68 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Jun.'68 3
Providence & Worcester.100	1,800,000	J. & J.	Jan.'68 4
Reading and Columbia ... 50	665,019	-------	-------
Rensselaer and Saratoga ..100	800,000	A. & O.	Apr.'68 3
Richmond and Danville ...100	2,000,000	-------	-------
Richmond and Petersb'g.100	847,000	-------	-------
Rich., Fred. and Potomac.100	1,041.800	-------	-------
Rockport 100	88,460	-------	Nov.'67 2
Rome, Watert. and Og'nb.100	2,385,500	J. & J.	Jan. '68 5
Rutland preferred.....100	-------	F. & A.	F'b.'68 3½
St. L., Alt. and T. Haute.100	2,800 000	-------	-------
" " " pref.100	1,700,000	Annual.	May 68 7
St. L., Jack'nv. and Chic'o.100	1,469,429	-------	-------
Sandusky and Cincinnati.100	2,089,000	-------	-------
" " pref.100	398,073	M. & N.	Nov.'67 3
Sand., Mansf. and Newark.100	900,000	-------	-------
Saratoga and Hudson R...100	1 020,000	-------	-------
Saratoga and Whitehall*.100	500,000	A. & O.	Apr.'68 3
Savannah and Charleston.100	1,000,000	-------	-------
Schuylkill and Susqueh'a. 50	1,269,150	-------	-------
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan. '68 5
Schuylkill Valley* 50	576,050	J. & J.	Jan.'68 2½
Seaboard and Roanoke....100	868,200	-------	-------
Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'68 3
Shore Line.....100	6 5,200	J. & J.	Jan.'68 3
Sixth Avenue (N. Y.) 100	750,000	-------	Nov.'67 5
Somerville 100	75,000	M. & N.	May'68 3
South Carolina 100	2,819,275	-------	-------
South Shore 100	259,685	-------	-------
South Western, Georgia..100	3,203,400	F. & A.	Feb.'68 4
Southern Mississippi.....100	1,000,000	-------	-------
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stoney Brook 100	267,300	M. & N.	M'y'68 2½
Syr., Bingham. and N. Y.100	1,200,130	-------	-------
Taunton Branch 100	250,000	J. @ J.	Jan. '68 4
Tennessee and Alabama .100	595,924	-------	-------
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '68 8
Third Avenue (N. Y.)....100	1,750,000	-------	-------
Thirteenth and Fif. (Ph.). 50	-------	J. @ J.	Jan. '68 1
Tol., Peoria and Warsaw.100	1,650 000	-------	-------
" " " 1st pref.100	1,700,000	-------	-------
" " " 2d pref.100	908,176	-------	-------
Tol., Wabash and West.... 50	5,400,000	-------	-------
" " pref. 50	1,000,000	M. & N.	M'y'68 3½
Troy and Boston.....100	607,111	-------	-------
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Troy, Salem and Rutl'd*..100	800,000	A. & O.	Apr.'68 3
Union Transport'n (Bos.).100	200,000	-------	-------
Union Pacific.....100	-------	-------	-------
Union (Phila.) 50	291,475	J. @ J.	Jan.'68 2
Utica and Black River....100	834,400	J. & J.	Jan. '68 4
Vermont and Canada*.....100	2,250,000	J. & D.	Jun'68 4
Vermont Central.....100	8,000,000	-------	-------
Vermont and Massachu'ts.100	2,800,000	J. & J.	J'n.'68 1½
Vermont Valley.....100	516,164	-------	-------
Virginia Central 100	3,353,679	-------	-------
Virginia and Tennessee...100	3,452,815	-------	-------
Western Union 100	2,687,237	-------	-------
West Jersey 100	731,050	-------	Feb.'68 4
West Philadelphia..... 50	249,100	J. & J.	Jan. '68 5
Wilm. and Manchester....100	1,130,470	-------	-------
Wilm. and Weldon.....100	1,340,213	-------	-------
Worcester and Nashua ... 75	1,141,000	J. & J.	J'n.'68 5½
CANALS.			
Chesapeake and Delaware 50	1,575,963	J. & D.	Jun.'68 3
Chesapeake and Ohio 25	8,228,595	-------	-------
Delaware Division..... 50	1,633,350	F. & A.	Feb.'68 4
Delaware and Hudson.....100	10 000,000	F. & A.	Feb.'68 8
Delaware and Raritan....100	2,298,400	F. & A.	Feb. '68 5
Erie of Pennsylvania..... 50	64,000	-------	-------
Lehigh Coal and Navigat.. 50	6,137,000	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '68 2
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 175,000	F. & A.	Feb.'68 5
Schuyl. Navigation (cons.) 50	1,508,207	F. & A.	Feb.'67 6
" " (pref.). 50	2.888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,052,083	-------	-------
Union..... 50	2,907,850	-------	-------
" preferred 50	-------	-------	-------
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	irregular	Oct. '67 4
MISCELLANEOUS.			
Atlantic Mail Steamship..100	4,000,000	MJS&D.	Dec'67 2½
Pacific Mail Steamsh p...100	20,000,000	MJS&D.	Dec.'67 3
Union Navigation.....100	4,000,000	MJS&D.	Dec.'66 5
West'n Union Telegraph.100	28,450,000	J. & J.	Jul. '68 2
American Coal..... 25	1,500,000	M. & S.	M. '68 6
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	Dec '67 2
Central Coal 100	2,000,000	J. & J.	Jul. '68 3
Mt. Pleasant Coal..... —	200,000	J.A. J.O.	Oct.'67 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Feb.'68 5
Roaring Brook Coal..... —	200,000	J.A. J.O.	Apl'68 2½
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '67 6
Spruce Hill Coal..... 10	1,000 000	J. & J.	Jan. '67 5
Wilkesbarre Coal.....100	3,400,000	A. & O.	-------
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66
Rutland Marble..... 25	1,000,000	-------	Dec'67 2½
Adams Express.....100	10,000,000	FMA&N	Apr.'68 5
American Express.....500	9,000,000	FMA&N	May,'68 2
Merchants Union Express.100	20,000,000	-------	-------
United States Express 100	6,000,000	MJS&D.	Dec.'68 3
Wells, Fargo & Co. Exp...100	10,000,000	-------	-------

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv'l't in single tr'k.	Length. In progress or projected.	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						Massachusetts.									
30 Nov.'67	3.53	—	—	—	—	Boston and Chelsea	110,000	110,000	—	—	8,800	7,396	6.8	....	37
30 Nov.'67	6.84	—	265	38	—	Broadway, Boston	402,468	325,000	—	64,336	187,427	29,460	9.5	....	58½
30 Nov.'67	28.31	—	—	—	—	Cambridge	877,894	727,800	150,000	94	—	—	9.0	....	99½
30 Nov.'67	3.99	—	48	8	—	Lowell (Horse)	66,908	55,830	—	1,686	27,268	5,538	—	....	....
30 Nov.'67	12.50	—	196	32	—	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.	—	....	10
30 Nov.'67	3.60	—	—	—	—	Malden and Melrose	60,246	200,000	55,758	—	24,138	loss.	—	....	25½
30 Nov.'67	—	—	—	—	—	Marginal Freight	91,542	94,200	—	—	—	—	—	....	....
30 Nov.'67	3.08	—	—	—	—	Medford and Charlestown	36,600	21,000	8,000	—	23,442	2,240	—	50	25
30 Nov.'67	42.99	—	791	166	—	Metropolitan (Boston)	1,523,225	1,250,000	—	183,198	736,709	129,635	10	....	67
30 Nov.'67	7.21	—	254	42	—	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087	—	....	50
30 Nov.'67	3.25	—	23	7	—	Northampton & Williamsb.	300,000	300,000	—	2,318	14,273	1,125	—	....	....
30 Nov.'67	2.13	—	6	2	—	North Woburn street	27,242	17,800	—	13,500	368	loss.	—	....	....
30 Nov.'67	6.45	—	55	9	—	Quincy	136,840	71,600	66,424	57,592	28,226	loss.	—	....	....
30 Nov.'67	7.15	—	50	17	—	Salem and South Danvers	195,317	150,000	32,400	6,268	36,637	loss.	—	....	....
30 Nov.'67	3.74	—	—	—	—	Somerville	75,000	75,000	—	—	4,500	4,500	6	....	39½
30 Nov.'67	2.51	—	12	3	—	Stoneham street (Boston)	37,300	33,000	—	—	8,589	89	—	....	....
30 Nov.'67	6.84	—	—	—	—	Suburban	95,000	5,000	(Inc.	in Mal.	& Mel	rose.)	—	....	....
30 Nov.'67	—	—	440	68	—	Union (Transportation)	303,870	200,000	24,000	117,842	368,351	13,015	6	....	85
30 Nov.'67	2.76	—	—	—	—	Winnisimmet	62,152	58,300	—	238	4,300	3,867	4	....	—
30 Nov.'67	4.06	—	44	9	—	Worcester	89,573	75,800	72,000	26,000	—	—	—	....	....
						Connecticut.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	....	....
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	....	....
						New York.									
30 Sep. '67	7.37	—	87	6	6	Albany	139,414	98,000	40,000	....	71,861	15,873	—	100	....
30 Sep. '67	22.00	—	—	53	—	Blecker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	298,418	56,543	—	100	....
30 Sep. '67	10.76	—	—	—	37	Broadway (Brooklyn	260.561	200,000	35,000	10,015	107,736	28,744	8	100	....
30 Sep. '67	18.00	—	—	103	—	Broadway & 7th Ave., N. Y.	508,318	2,100,000	1500000	—	687,433	253,214	3½	100	....
30 Sep. '67	8.00	—	—	17	—	Brooklyn, Bath & Coney Isl'd	166,259	99,850	80,000	85,172	27,253	3,994	—	100	....
30 Sep. '67	70.00	—	—	207	—	Brooklyn City	1,800,813	1,500,000	300,000	....	1,131129	195,907	12	100	....
30 Sep. '67	11.00	—	—	49	—	Brooklyn City & Newtown.	553,340	400,000	200,000	20,587	129,267	14,852	—	100	....
30 Sep. '67	4.12	—	—	14	—	Brooklyn City & Rock. Be'h	125,586	107,700	45,000	....	15,085	6,352	—	100	....
30 Sep. '67	24.00	—	—	57	22	Brooklyn Central & Jamaica.	995,783	488,100	498,810	47,303	192,290	9,470	—	100	....
30 Sep. '67	8.45	—	—	—	—	Buffalo Street	184,357	50,000	50,000	109,500	76,683	24,455	—	100	....
30 Sep. '67	1.76	—	—	—	—	Central City (Syracuse)	29,130	21,130	6,000	1,400	17,655	4,786	8½	100	....
30 Sep. '67	24.00	—	—	121	14	Centr'l P'k, N & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	—	100	....
30 Sep. '67	14.82	—	—	—	—	Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	—	100	....
30 Sep. '67	22.69	—	—	201	—	D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000	15,000	582,532	89,310	5	100	....
30 Sep. '67	18.00	—	—	162	—	Eighth Avenue	1,420,972	1,000,000	203,000	—	792,574	139 095	12	100	....
30 Sep. '67	10.24	—	—	4	—	42d st., & Grand st. Ferry	1,041,204	748,000	260,000	—	300,969	94,714	5	100	....
30 Sep. '67	5.50	—	—	—	—	Grand st. & Newtown (W'g)	172,000	170,0 0	38,000	5,000	74,420	18,793	9½	100	....
30 Sep. '67	3.00	—	—	—	—	Genesee & Water st. (Syr.)	42,194	42,500	—	—	8,765	419	—	100	....
30 Sep. '67	8.36	—	—	—	—	Greenpoint & Williamsb'rg	144,000	44,390	100,500	3,900	—	—	—	100	....
30 Sep. '67	10.00	—	—	21	3	Harlem Br., Moris'a & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578	—	100	....
30 Sep. '67	3.56	—	—	—	—	Kingston and Rondout	78,510	75,000	—	—	27,600	1,520	—	100	....
30 Sep. '67	7.00	—	—	17	—	Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	—	100	....
30 Sep. '67	12.20	—	—	38	—	Ninth Avenue	466,295	797,320	167,000	—	92,671	16,881	—	100	....
30 Sep. '66	11.00	—	—	38	—	Rochester City & Brighton.	278,473	133,400	100,000	7,000	53,296	9,042	—	100	....
30 Sep. '66	16.00	—	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,584	31,026	—	100	45
30 Sep. '66	8.37	—	—	73	—	Sixth Avenue (N. Y.)	1,489,863	750,000	180,000	—	522,705	loss.	5	100	135
30 Sep. '66	3.00	—	100	—	8	South Brooklyn & Berg. St.	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '66	17.50	—	—	170	—	Third Avenue (N. Y.)	2,408,509	1,170,000	1,280000	70,000	1,098083	260,333	12	100	....
30 Sep. '65	—	5 00	—	—	—	Third Avenue & Fordam	975	975	.....	.....	—	—	—	....	....
30 Sep. '66	4.46	—	—	—	—	Troy and Cohoes	50,000	50,000	.....	.....	(Lease	d.)	—	....	....
30 Sep. '66	—	—	—	—	—	Troy and Lansingburg	.....	.....	(no re	port.)	—	—	—	....	....
30 Sep. '66	6.50	—	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	....	....
30 Sep. '66	1.75	—	—	4	—	V. Brunt st. & Erie Bas. (Bk'n)	62,000	50,000	12,000	.....	15,850	390	—	....	....
30 Sep. '65	—	—	—	—	—	Westchester	5,949	7,370	.....	.....	—	—	—	....	....
30 Sep. '65	—	4.00	—	—	—	West Shore	1,457	2,200	.....	.....	—	—	—	....	....
						New Jersey.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	—	....	....
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	....	....	....
31 Dec. '66	17.00	—	150	22	—	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	—	....	....
						Pennsylvania.									
31 Oct. '67	9.23	—	137	26	4	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	52,180	24	50	....
31 Oct. '67	1.63	—	10	2	—	Easton & South Easton	22,422	24,500	500	—	4,971	428	2	25	....
31 Oct. '67	10.50	—	—	—	—	Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.	—	50	....
31 Oct. '67	16.37	—	272	40	9	Frankford & Southw'k (Ph.)	766,491	491,650	200,000	—	295,142	56,995	6	50	35
31 Oct. '67	34.25	—	367	59	—	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26¾	50	26
31 Oct. '67	5.40	—	120	25	—	Girard College (Phila.)	170,864	170,000	—	—	112,204	15,978	12½	50	27
31 Oct. '67	4.84	—	197	33	8	Green & Coates st. Phila.)	234,463	150,000	100,000	—	170,439	9,604	10	50	31
31 Oct. '67	2.00	—	18	5	1	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.	—	25	....
31 Oct. '67	5.20	—	103	18	1	Lombard & South st. (Phil.)	162,957	90,000	60,200	7,900	66 529	13,046	—	25	11½
31 Oct. '67	7.25	—	82	13	—	Oakland (Pittsburg & E. L.)	—	59,500	57,718	880	49,980	loss.	—	50	....
31 Oct. '67	3.00	—	9	3	1	Peopies, Luzerne County	34,800	34,800	—	—	4,600	2,382	—	100	....
31 Oct. '67	7.08	....	277	45	3	Philadelphia City (O. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10	50	46½
31 Oct. '67	5.61	—	50	10	4	Philadelphia and Darby	250,419	160,000	89,000	—	38,371	9,452	12½	20	12
31 Oct. '67	8.50	—	125	19	7	Philadelphia & Gray's Ferry	286,583	285,307	—	—	93,888	23,343	3	50	24½
31 Oct. '67	8.75	—	163	28	1	Pittsb., Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	....
31 Oct. '67	3.90	—	71	12	2	Pittsburg and Birmingham.	82,806	76,000	10,000	10,000	74,852	21,550	11¾	50	....
31 Oct. '67	8.00	—	53	12	—	Ridge Avenue & Manyunk.	179,635	120,500	63,300	—	40,759	6,725	2	50	....
31 Oct. '67	3.96	—	—	—	—	Schuylkill River (Phila.)	47,463	50,000	—	—	—	—	—	50	....
31 Oct. '67	19.50	—	489	72	4	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	105,448	18½	50	54
31 Oct. '67	5.62	—	100	13	4	17th & 19th st. (Phila.)	114,368	130,000	—	—	69,627	11,284	4½	50	13½
31 Oct. '67	7.00	—	104	32	2	10th & 11th st. (Citizens')	176,049	192,750	—	—	131,728	22,160	31½	50	70
31 Oct. '67	6.25	—	145	28	4	13th & 15th st. (Phila.)	uncer	tain	—	—	208,984	84,648	—	50	15
31 Oct. '67	25.00	—	529	70	13	Union (Philadelphia)	764,927	400,000	300,000	—	366,848	42,591	7½	50	37½
31 Oct. '67	6.00	—	341	66	4	West Philadelphia	479,706	375,000	100,000	—	281,058	50,692	10	50	66
31 Oct. '67	4.13	—	13	4	1	Wilkesbarre and Kingston	70,285	49,800	—	8,500	12,119	7,423	—	50	....
31 Oct. '67	1.02	—	10	4	—	Williamsport	20,367	15,600	5,000	1,127	8,565	1,319	—	25	....
						Maryland.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	....	31,549	239,059	21,058	—	—	19½
						Ohio.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc')	69,837	50,000	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	p c	Months.	Year.	p c
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Broadway & 7th Avenue:					
1st Mortgage	1,500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	....
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	.....	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	498,000	7	J. & D.	1870	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1872	....
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	89
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	....
Citizens' Pittsburg]					
1st Mortgage	56,300	7	J. & J.	1870	....
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
D. Dock, E, B'dw. & Battery:					
1st Mortgage	550,000	7	J. & J.	.....	....
Eight Avenue.					
1st Mortgage	160,000	7	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	....
Real Estate	134,500	7	J. & J.	.....	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Frankfort and Philadelphia:					
1st Mortgage	50,000	7	.....	.....	....
Germantown:					
1st Mortgage	350,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	93
Harlem Br. Moris'a & Ford'm					
1st Mortgage	124,000	7	J. & J.	.....	....
Hestonville Mantua & Fairmount:					
1st Mortgage	183,600	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]:	50,000	6	J. & J.	'71-'72	91½
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	9,500	6	.....	.....	....
Middlesex:					
1st Mortgage	38,000	--	.....	.....	--
Malden & Melrose bonds	46,971	--	.....	.....	....
Real Estate	6,000	--	.....	.....	....
Ninth Avenue:					
1st Mortgage	112,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J & J.	1869	....
Pittsb, Allegh'y & Manch.:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	10,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy.					
Plain bonds	58,400	--	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1868	99
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue.					
1st Mortgage	1,000,000	7	J. & J.	1870	....
Real Estate bonds	480,000	--	.....	.....	....
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	9
Utica and Waterville:					
1st Mortgage	100,000	7	.....	.....	....
Van Brunt st. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	.....	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M & N.	1878	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	....

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities, June 1, 1868.					
Loan of Jan. 28, 1847 ....registered	8,582,242	6	Jan. & July.	1867	144
Loan of March 31, 1848....registered		6	" "	1868	129
" " " ....coupon		6	" "	1868	143½
Texas Indemnity, of Sep. 9, 1850....coupon	256,000	---	presentation.	Due.	----
Loan of June 14, 1858....registered	20,000,000	5	Jan. & July.	1874	118
" " " ....coupon		5	" "	1874	120
Loan of June 22, 1860....registered	7,022,000	5	" "	1871	125
" " " ....coupon		5	" "	1871	120½
Loan of Feb. 8, 1861....registered	18,415,000	6	" "	1881	112½
" " " ....coupon		6	" "	1881	117½
Oregon War Bonds of March 3, 1861	1,016,000	6	" "	1881	109
" " " " " yearly		6	July.	1881	----
Loan of July 17, 1861....registered	264,246,200	6	Jan. & July.	1881	112½
" " " ....coupon		6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s)....registered	1,404,755,600	6	May & Nov.	1882	109½
" " " (5-20s)....coupon		6	" "	1882	113½
Loan of March 3, 1864 (5-20s)....registered		6	May & Nov.	1884	109½
" " " (5-20s)....coupon		6	" "	1884	111
Loan of March 3, 1865 (5-20s)....registered		6	May & Nov.	1885	109
" " " (5-20s)....coupon		6	" "	1885	111½
" " 2d series (5-20s)....registered		6	Jan. & July.	1886	111½
" " " (5-20s)....coupon		6	" "	1886	114
" " 3d series (5-20s)....registered		6	" "	1887	109½
" " " (5-20s)....coupon		6	" "	1887	114½
Loan of March 3, 1864, (10-40s)....registered	193,790,400	5	Mar. & Sept.	1904	106
" " " (10-40s)....coupon		5	" "	1904	106½
Pacific R. R. Bonds....(currency)	25,902,000	6	Jan. & July.	'95-'97	102½
Treas'y Notes (7-30s) June 30, '64: 2d series	105,610,650	7.3	June & Dec.	1868	110
" " (7-30s) Mar. 3, '65: 3d series		7.3	Jan. & July.	1868	110
Matured Debt not presented	8,578,202	---	presentation.	------	----
Gold Certificates of Deposit	20,298,180	---	presentation.	------	----
Compound Interest Notes 1864 '65	21,604,890	6	At maturity.	3 yrs	----
United States Notes (greenbacks)	356,144,212	---	------	------	----
Three per cent. certificates	50,000 000	---	------	------	----
Fractional currency	32,531,589	---	------	------	----
Navy Pension Fund	13,000,000	---	------	------	----
State Securities, latest.					
Alabama—State Bonds....coupon	168,000	5	May & Nov.	1872	----
" — " " (extended) .... "	1,941,000	5	" "	1883	----
" — " " (funded coup.) "	437,850	5	" "	1887	----
" — " " (sterling) .... "	648,000	5	Jan. & July.	1876	----
" — " " (") .... "	688,000	6	" "	1876	----
Arkansas—*Bank Loan (real estate) coupon	899,000	6	April & Oct.	1861	----
" —* " " (State Bank) "	610,000	6	Jan. & July.	1868	----
California—Civil Bonds of 1857....coupon	3,727,500	7	Jan. & July.	1877	134
" — " " 1860.... "	198,500	7	" "	1880	----
" —Soldiers Relief Bonds.... "	1,548,500	7	" "	'83-'84	99
Connecticut—War Bonds of May, 1861	2,000,000	6	Jan. & July.	'71-'81	100
" — " " Oct., 1861	2,000,000	6	" "	'72-'82	----
" — " " Nov., 1863	2,000,000	6	" "	1883	----
" — " " May, 1864	2,000,000	6	April & Oct.	'74-'84	100
" — " " May, 1865 (free)	2,000,000	6	" "	1885	----
Florida—State Bonds....coupon	370,617	8	Jan. & July.	var	----
" — " " " "		7	" "	var.	----
Georgia—State Bonds (Railroad)....coupon	276,000	7	various.	'72-'74	97
" — " " (Act Mar. 12, '66. "	3,030,000	7	Jan. & July.	1886	----
" — " " (Railroad).... "	1,569,000	6	" "	'68-'74	85½
" — " " (Railroad).... "	734,000	6	Feb. & Aug.	'78-'86	----
" — " " (Sterling) .... "	72,000	5	Mar. & Sept.	1869	----
Illinois—Ill. and Mich. Canal....coupon	1,157,223	6	Jan. & July.	1870	99½
" — " " " ....registered	1,229,667	6	" "	1870	----
" —State Bonds....coupon	948,910	6	" "	'60-'70	----
" — " " .... "	4,357,253	6	" "	'77-'79	99½
" —War Loan Bonds .... "	945,200	6	" "	1879	99½
Indiana—State Bonds....coupon	1,191,992	2½	Jan. & July.	1866	----
" — " " .... "	3,829,936	5	" "	1866	93½
" — " " .... "	309,000	6	May & Nov.	1886	98
Iowa—State Bonds....coupon	180,000	7	Jan. & July.	1868	----
" —War Loan Bonds.... "	300,000	7	" "	1881	----
Kansas—State Bonds....coupon	99,945		Jan. & July.	1875	----
" —War Loan Bonds.... "	500,000		" "	'76-'81	----
Kentucky—State Bonds....coupon	901,000	6	Jan. & July.	'68-'71	95
" — " " .... "	1,421 000	6	April & Oct.	'70-'71	----
" — " " .... "	415,000	6	May & Nov.	1870	----
" — " " .... "	255,000	5	April & Oct.	'67-'73	----
" —Military Bonds.... "	615,000	6	various.	'80-'95	----
Louisiana—State Bonds (Banks)....coupon	4,832,983	6	Feb. & Aug.	'68-'86	----
" — " " (Railroads).... "	2,928,000	6	various.	'69-'99	----
" — " " (Schools, &c.). "	665,000	6	Jan. & July.	1897	----
" — " " (Levees) .... "	1,000,000	6	various.	1886	----
" — " " (New).... "	892,800	6	"	'86-'87	----
Maine—Mass. Land Debt of '53	150,000	5	October.	'67-'72	----
" —Civil Loans of 1855-'56....coupon	174,000	6	Mar. & Sept.	'67-'74	----
" — " " 1857-'61.... "	171 000	6	various.	'75-'78	----
" —War Loan of 1861 .... "	800,000	6	"	1871	99
" — " " 1863 .... "	525,000	6	Mar. & Sept.	1883	100½
" —Bounty Loan of 1863 .... "	475,000	6	Feb. & Aug.	1880	100½
" —War Loan of 1864 .... "	2,832,500	6	June & Dec.	1889	100½
Maryland—State Bonds (Balt. & Susq. R.R.).	315,000	3	J. A. J. & O.	1890	98½
" — " " (S & T. W. Can.) steri.	1,017,622	5	" "	1865	----
" — " " (Balt and Ohio R.R.)	24,000	5	" "	1880	----
" — " " (C. and O. Can.) steri.	1,405,507	5	"	1889	----
" — " " (R.R. various) "	120,000	5	"	1889	----
" — " " (") cur'cy.	159,974	5	"	'89-'90	----
" — " " (B. & O. R.R.) steri.	3,277,389	5	"	1890	----
" — " " (C. and O. Can.) "	3,259,616	5	"	1890	----
" — " " (Ches. & Ohio Can.).	2,000,000	6		1870	98
" — " " (Balt. & Susq. R.R.).	1,000,000	6	"	1870	98
" — " (Bounty)	501,000	6	"	abt '74	----
" — " (Ches. & Ohio Can.).	30,000	6	"	1885	----
" — " (Balt. & Susq. R.R.).	429,588	6		1890	----
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	----
" — " "	21,000	5	"	1870	----
—General Statutes Loan	150,000	5	Jan. & July.	1870	----
—Funding Loan	17,000	5	June & Dec.	1872	----

*Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—State Almshouse Loan....	100,000	5	May & Nov.	1872	----
" —S. Almsh. and State H. Loan	275,000	5	April & Oct.	'73-'74	104
" —Back Bay Land Loan....	220,000	5	May & Nov.	1882	----
" —Lun. Hosp. (W. Mass.)....	150,000	6	April & Oct.	1868	103
" —Funding Loan	75,000	6	June & Dec.	1868	----
" — " " "	172,000	6	" "	'70-'72	127
" —Lun. Hosp. and State Prison.	94,000	6	Jan. & July.	1874	125
" —Lun. Hosp. (W. Mass.)....	50,000	6	June & Dec.	1877	122
" —Union Fund Loan	600,000	5	Jan. & July.	'77-'78	----
" —Coast Defense Loan	838,000	5	" "	1883	113½
" —Bounty Fund Loan	200,000	5	" "	1893	113½
" — " " "	4,379,500	5	May & Nov.	1894	112½
" — " " " sterling.	3,996,000	5	" "	1894	----
" —Union Fund Loan....	850,000	6	Jan. & July.	'71-'73	126
" — " " "	2,150,000	6	" "	'74-'76	116½
" —War Loan (currency)....	2,113,000	6	Mar. & Sept.	'71-'86	103½
" —Western R.R. Loan (sterling)	4,319,520	5	April & Oct.	'68-'71	----
" —Eastern R.R. Loan....	275,000	5	Jan. & July.	'68-'71	----
" —Southern Vermont R.R....	200,000	5	April & Oct.	1890	----
" —Troy and Greenfi'd R.R....	966,500	5	" "	'91-'93	111½
" — " " " (stg.)	554,180	5	" "	'88, '90	----
Michigan—Sault Canal Bonds	100,000	6	Jan. & July.	1878	93
" —Renewal Bonds	216,000	6	" "	1878	----
" —Two Million Loan Bonds....	1,750,000	6	" "	'73-'83	95
" — " " " "	250,000	7	" "	1868	----
" —War Loan Bonds	1,111,500	7	" "	1886	99
" —Bounty Loan Bonds	463,000	7	May & Nov.	1890	----
Minnesota—State Building Loan	100,000	7	Jan. & July.	1877	----
" —*Railroad Loan Bonds	2,275,000	7	" "	1883	----
Mississippi—*State Bonds (Planters' Bank).	2,000,000	6	------	'41-'71	----
" — " " (Union Bank)....	5,000,000	6	------	Var.	----
Missouri—State Bonds	622,000	6	Jan. & July.	'62-'83	98½
" —Hannibal and St. Joseph R.R....	3,000,000	6	" "	'81-'85	92½
" —Pacific R.R....	7,000,000	6	" "	'81-'87	93½
" —Southwestern R.R....	4,500,000	6	" "	'85-'87	----
" —North Missouri R.R....	4,350,000	6	" "	'82-'87	----
" —Iron Mountain R.R....	3,500,000	6	" "	'83-'89	----
" —Cairo and Fulton R.R....	650,000	6	" "	'85-'87	----
" —Platte County R.R....	700,000	6	" "	1887	----
New Hampshire—War Loan of July 1, 1864..	1,194,100	6	Jan. & July.	'67-'78	100
" — " " Sept. 1, 1864..	600,000	6	May & Nov.	'84-'89	100½
" — " " Oct. 1, 1866..	609,500	6	April & Oct.	'67-'74	100
" — " " July 1, 1866..	500,000	8	Jan. & July.	1869	99½
New Jersey—War Loan of 1861 (free)....	1,798,900	6	Jan. & July.	'67-'84	105
" — " " 1863 (")....	1,002,900	6	" "	'86-'96	----
" — " " 1864	793,400	6	" "	'97-'62	105
New York—General Fund Bonds	700,000	7	J. A. J. & O.	1870	103
" —Bounty Fund Bonds ....coupon	2,559,000	7	Jan. & July.	1877	107
" — " " " ..registered	27,726,500	7	" "	1877	107
" —General Fund Bonds	1,189,780	6	" "	pleas.	----
" — " " "	500,000	6	" "	1868	----
" — " " "	800,000	6	" "	1878	100½
" —Canal Fund Bonds....	3,050,000	6	J. A. J. & O.	1871	101
" — " " "	6,000,000	6	" "	1873	102½
" — " "	2,250,000	6	" "	1874	100½
" — " "	1,400,000	6	" "	'75-'77	191
" —General Fund Bonds	909 607	5	Jan. & July.	pleas.	----
" — " "	442,960	5	May & Nov.	1868	----
" — " "	900,000	5	Jan. & July.	1875	91
" — " "	800,000	5	" "	1878	----
" —Canal Fund Bonds....	1,163,000	5	J. A. J. & O.	1868	----
" — " " "	167,000	5	" "	1871	----
" — " "	4,500 000	5	" "	1874	93
North Carolina—State Bonds....	366,000	6	Various.	'69-'78	65
" — " "	8,334,000	6	Jan. & July.	'81-'90	----
" — " "	650,000	6	April & Oct.	'90-'91	----
" — " " (new)	3,500,000	6	Jan. & July.	1900	71
Ohio—State Bonds (Union Loan)....	280,566	6	Jan. & July.	1868	100
" — " "	2,183,532	6	" "	1870	100
" — " "	1,600,000	6	" "	1875	101
" — " "	4,095,309	6	" "	1881	102
" — " "	2,400,000	6	" "	1886	102
Oregon—State Bonds (Relief and Bounty) ...	218,674	7	Jan. & July.	1875	----
Pennsylvania—State Bonds....coupon	4,993,000	5	Various.	'77-'82	98
" — " " ....registered	5,083,052	5	"	'68-'70	100
" —Inclined Plane Bonds	400,000	6	April & Oct	1879	----
" —State Bonds, 1st series....	92,850	5	Jan. & July.	1877	----
" — " " 2d series	99,480	5	" "	1882	----
" — " " 3d series	720,983	5	" "	1892	----
" — " " 1st series....	4,907,150	6	" "	1877	107½
" — " " 2d series	7,909,520	6	" "	1882	108½
" — " " 3d series	9,270,017	6	" "	1892	110
" —Military Loan Bonds....	3,000,000	6	Feb. & Aug.	1871	104½
Rhode Island—State War Bonds of 1861....	468,500	6	April & Oct.	1871	100½
" — " " " 1862....	1,196,000	6	Mar. & Sept.	1882	100
" — " " " 1863....	269,000	6	April & Oct.	1883	100½
" — " " " 1863....	776,000	6	Jan. & July.	1893	100½
" — " " " 1864....	917,000	6	Feb. & Aug.	1894	100½
South Carolina—Free Loan Bonds	798,898	5	J. A. J. & O.	'68-'70	----
" —State Bonds (various)....	3,275,000	6	Jan. & July	'71-'90	----
" — " " (new)....	1,210,803	6	" "	1887	----
Tennessee—State Bonds....	1,949,430	5	April & Oct.	1868	60½
" — " "	239,187	5½	" "	Var.	----
" — " "	1,706,000	6	" "	1868	----
" —Railroad, &c., Loan Bonds....	14,006,000	6	Jan. & July	30 yrs.	74½
" — " endorsement....	2,207,000	6	" "	Var.	----
" —New Bonds	6,000,000	6	" "	1882	69½
Vermont—State War Bonds....	1,567,500	6	June & Dec.	'71-'78	100½
Virginia—State Bonds (sterling)....	1,865,000	5	Jan. & July.	long.	----
" — " " (sterling new)	466,250	5	" "	long.	----
" — " " .... registered	108,000	5	" "	long.	----
" — " " .... "	21,469,398	6	" "	long.	----
" — " .... coupon	10,900,000	6	" "	long.	----
" — (new).... registered	1,379,500	6	"	1876	57½
" — " (").... coupon	489,300	6	"	1886	----
" — " " (")....	39,600	6	"	1890	----
Wisconsin—State Bond	405,100		Jan & July	'77-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,823	3,235,492
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	596,584	541,481	675,446	634,243	576,365	5,825,335
1866	475,641	433 279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1867	377,852	380,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	360,641	5,167,371
1868	404,467	393,251	408,847	421,008	355,447	------	------	------	------	------	------	------	------
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357 956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	343,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	259,539	296,496	261,599	270,386	335,510	------	------	------	------	------	------	------	------
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198 679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	280,283	251,916	261,488	274,800	404,600	566,403	558,200	415,400	351,600	4,153,312
1868	383,600	281,900	262,800	288,700	308,891	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1863	------	------	------	------	------	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,357	800,325	1,038,824	1,451,284	1,508,883	1,210,387	918,088	11,532,348
1868	741,926	800,787	855,611	1,068,959	1,206,796	------	------	------	------	------	------	------	------
Des Moines Valley:													
1866	40,129	29,102	27,501	39,600	40,458	39,630	41,212	43,580	65,035	80,588	73,140	50,296	580,271
1867	49,694	36,098	56,859	59,196	61,447	53,999	53,683	69,018	73,113	81,676	80,867	61,955	735,605
Erie:													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,334,217	13,429 643
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775
1866	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1867	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,300
1868	1,031,320	------	------	------	------	------	------	------	------	------	------	------	------
Illinois Central:													
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	422,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	519,855	488,089	409,649	467,754	496,666	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1865	96,672	87,791	93,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,302	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,583	1,286,971
1868	92,433	81,529	98,482	108,461	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826 727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	381,497	455,983	400,486	------	------	------	------	------	------	------	------
Michigan Central:													
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,219	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,215	326,880	415,758	369,236	------	------	------	------	------	------	------	------
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	368,487	350,884	333,281	425,629	565,718	------	------	------	------	------	------	------	------
New York Central:													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,853
1864	921,831	936,587	059,024	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957 869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,853	14,575,128
1866	1,086,360	895,887	1,135,745	1,190,491	1,170,416	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,857	14,143,215
1867	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,382,915	1,732,673	------	------	------	------
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	------	------	------	------	------	------	------	------
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10,033,026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	------	------
Pittsburg, Fort Wayne and Chicago:													
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	457,227	611,297	588,066	525,751	532,911	506,641	625,547	675,360	701,352	691,556	914,082	7,129,466
1865	690,144	678,504	857,583	733,866	637,186	646,995	584,523	712,495	795,938	858,501	712,363	580,964	8,489,062
1866	559,982	480,986	662,163	599,806	632,510	633,667	552,378	648,201	654 926	757,441	679,735	555,222	7,467,217
1867	542,416	525,497	627,960	590,557	586,484	507,451	537,381	606,218	669,037	784,800	690,598	573,727	7,242,126
1868	492,694	602,753	684,190	774,103	611,914	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,497	157,786	149,855	155,730	144,942	218,236	234,194	204,785	202,966	204,726	2,084,074
1865	170,079	153,674	202,771	167,300	177,625	173,722	167,513	218,546	216,783	222,736	207.301	162,594	2,240,744
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,727	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	138,392	149,164	------	------	------	------	------	------	------	------	------	------
Toledo, Wabash and Western:													
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,843	132,896	123,987	127,010	156,338	139,626	244,114	243,840	221,570	220,209	265,154	2,050,322
1865	144,084	139,171	155,753	144,001	138,738	194,525	271,799	374,024	377,981	375,534	361,910	247,023	2,924,543
1866	226,060	194,167	256,407	270,300	316,433	325,691	304,917	396,248	349,117	436,065	354,831	287,150	3,717,388
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,793	263,259	292,285	260,529	------	------	------	------	------	------	------	------
Western Union:													
1865	43,716	37,265	32,378	33,972	63,862	82,147	68,189	59,862	75,677	92,715	61,770	37,530	689,383
1866	45,102	36,005	39,301	43,332	86,913	02,918	85,276	60,698	84,462	100,313	75,248	54,468	814,036
1867	39,078	27,667	36,392	40,710	57 852	60,558	58,262	73,525	126,495	120 268	79,431	54,719	774 967
1868	46,415	40,703	39,198	49,231	70,163	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany and Susquehanna:						
Mortgage	2,114,000	7	April & Oct.	Albany.	1883	
Allegheny Valley:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891	
Atlantic and Gt. Western:						
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	
2d Mortgage, " "	774,700	7	April & Oct.	" "	1881	
1st Mortgage, Penn. "	2,328,800	7	" "	" "	1877	
2d Mortgage, "	918,500	7	Jan. & July.	" "	1882	
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882	
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	
2d Mortgage, " "	2,880,000	7	Jan. & July.	" "	1883	
1st Mortgage, Buffalo Exten'n	1,492,000	7	Feb. & Aug.		1884	
1st Mortgage, Silver Creek	200,000	7	March & Sept		1884	
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853	1,744,500	6	April & Oct.	Baltimore.	1885	97½
" " " 1850	602,000	6	Jan. & July.	"	1880	98½
" " " 1855	894,250	6	Jan. & July.	"	1875	98
" " " 1834	821,261	6	Ja. Ap. Ju. Oc.		1867	98½
Balt. City Loan of 1855	5,000,000	6	Jan. & July.		1890	99½
Bay de Noquet and Marquette:						
Income	100,000	8	April & Oct.	Boston.	1870	
Bellefontaine and Indiana:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	'70-'99	90
2d Mortgage	433,000	7	" "	" "	1870	82½
Income bonds	87,000				1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86½
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	81
Boston Concord and Montreal:						
1st Mortgage	64,000	6	Feb. & Aug.	Boston.	1865	
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95†
2d Mortgage Coupons	250,000	7	" "	New York.	1870	100
Sinking Fund	336,000	6	" "	Boston.	1889	93
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½
"	200,000	6	April & Oct.	"	1879	93
Buffalo, Bradford and Pittsburg:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886	
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94
2d Mortgage coupon	380,000	7	May & Nov.	" "	1872	9 2
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½
Income (½ in '69, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	
Convertible bonds	600,000	7	Jan. & July.		1870	
Old Road bonds	121,160	7			'93-'80	
Camden and Amboy:						
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London.	1880	
American Loan	3,335	6	"	New York.	1864	
Loan for $500,000	210,600	6	"	"	1867	
" " $800,000	338,040	6	"	"	1870	98
" " $675,000	675,000	6	April & Oct.	"	1875	92½
" " $1,700,000	1,700,000	6	Feb. & Aug.	"	1883	91½
" " $2,500,000	867,000	6	May & Nov.	"	1889	88
Consolid. Mort. Loan $5,000,000	4,437,300	6	June & Dec.	"	1889	96½
Camden and Atlantic:						
1st Mortgage Coupon	490,000	7	Jan. & July	Cooper's Point	1872	90½
2d Mortgage	493,000	7	April & Oct.	"	1879	75
Catawissa:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882	
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	101
2d Mortgage	600,000	7	May & Nov.	" "	1875	102
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1890	86½
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1865	86½
2d Mortgage	800,000	7	March & Sept	Baltimore.	1885	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1875	50
Income	1,192,200	7	Jan. & July.		'57-'60	
Central Pacific of California:						
1st Mortgage	7,836,000	6	Jan. & July.	New York.	1896	102½
Convertible bonds	1,500,000	7	" "	"	1883	110
Cheshire:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	'75-'80	95
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113
" " " inconvertible	3,123,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	941,000	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	" "	1868	
C., B. & Q. Scrip	413,250	—	Jan. & July.	Frankfort o. M.		
Chicago and Alton.						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	104
1st Mortgage pref. S. F.	444,000	7	May & Nov	"	1877	102½
Income Bonds	1,100,000	7	April & Oct.		1883	92½
Chicago and Milwaukee:						
1st General Mort	1,726,000	7	Jan. & July.	New York.	1898	94½
Chicago and Great Eastern:						
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	80
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101½
1st Mort (C., R. I. & Pa.)	6,699,000	7	Jan. & July.	" "	1896	99
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	99
General 1st Mortgage	3,600,000	7	" "	" "	1885	95
Funded Coupon Bonds	756,000	7	May & Nov.	" "	1883	90½
Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	" "	1915	95
Equipment Bonds	165,000	7	Apr. & Oct.	" "	1874	75
Equipment Bonds	2,200,000	10	May & Nov.	" "	'68-'71	97
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	82½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	75
Flagg Trust Bonds	200,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
3d Mortgage	500,000	8		" "	1877	
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	91
3d Mortgage	587,000	8	March & Sept.		1876	
Hubbard Branch	105,600	7				
Clev., Painesville and Ashtabula:						
Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
2d Mortgage	1,000,000	7	" "	" "	18'0	
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	
Cleveland and Pittsburg:						
2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	96
3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	" "	1875	91
4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	" "	1892	89
Consol. S. F. mort. ($5,000,000)	135,000	7	May & Nov.	" "	1900	92
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	'68-'85	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1861	
Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	" "	1872	
C. & T. Mortgage Bonds	692,000	7	April & Oct.	" "	1886	97
C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	" "	1885	102
Columbus and Indiana Central:						
1st mortgage	3,200,000	7	Jan. & July	New York.		
2d mortgage	1,000,000	7	May & Nov.	" "		
Columbus and Xenia:						
Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Connectic't and Passump. Rivers:						
1st Mortgage	573,800	6	June & Dec.	Boston.	1876	95
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	283,000	7	Jan. & July.	New York.	1867	93½
2d Mortgage	2,589,000	7	" "	" "	1881	87
3d Mortgage	642,000	7				
Toledo depot bonds	169,500	7				
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	93½
Guaranteed	100,000	6	" "	"	1875	
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	" "	1875	97½
2d Mortgage	1,668,000	7	March & Sept.	" "	1881	96
Des Moines Valley:						
1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Income	462,000	7	Jan. & July.	" "	1884	80
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mort. (S.F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	85
Construction bonds, 2d Div'n	600,000					
Eastern (Mass.):						
2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st M. (State) $75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-'71	
Essex Railroad Bonds	214,400	6			1876	
East Tennessee and Georgia:						
Endorsed by State of Tennessee	139,480					
Mortgage (ordinary)	780,490					
East Tennessee and Virginia:						
State of Tennessee Bonds	1,399,000	6				
Endorsed by State of Tennessee	185,000					
1st Mortgage (after State)	74,000					
2d Mortgage bonds	14,000					
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Five per cent bonds	570,000	5	April & Oct.	"		60
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Evansville and Crawfordsville:						
Mortgage Bonds	1,090,000	7	May & Nov.	New York.	1869	
Mortgage Bonds	150,000	7	Feb. & Aug.	" "	1881	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	

AMERICAN RAILROAD BOND LIST.

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Description.	Amount	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Florida, Atlantic and Gulf Centr.:						
Internal Improvement (State)	$300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	
Galena and Chicago Union:						
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	" "	1875	99
Elgin and State Line	189,000	7	Jan. & July.	" "	1879	
Mississippi River Bridge	200,000	7	Jan. & July.	" "	1884	
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	102
" Eastern "	45,000	7	Feb. & Aug.	" "	1888	
1st Mortgage whole line	2,500,000	7	" "	" "	1888	88¾
2d Mortgage " "	2,500,000	7	May & Nov.	" "	1893	78
Hannibal and St. Joseph:						
Missouri State Loan (1st lien)	3,000,000	6	Jan. &. July.	New York.	'73-'78	92½
Land Security	3,344,600	7	April & Oct	" "	1881	96½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	202,500	6	Jan. & July.	Bridgeport.	1877	
Houston and Texas Central:						
State (1st Lien) Loan	210,000					
Mortgage	125,000	7			1866	
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	102½
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	106
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	101
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right Bonds	26,000	7	Jan. & July.	New York.	1868	
Construction	5,090,500	7	April & Oct.	London.	1875	
Construction	2,499,000	6	" "	New York.	1875	118
Redemption bonds	2,563,000	6	" "	" "	1890	
Sterling Redemption bonds	363,000	7	" "	London.	1875	
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74
Indiana Central:						
2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	
2d Mortgage	347,000	7	" "	" "		
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	85
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85
2d Mortgage	392,000	7	April & Oct.	" "	1873	66½
Joliet and Chicago:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101
Joliet and N. Indiana:						
1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	
Kennebec and Portland:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	
2d Mortgage	230,000	6	" "	Augusta.	1861	
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6				
1st Mortgage	260,000	7				
2d Mortgage (convertible)	1,000,000	7				
Lehigh Valley:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	
Lackawanna and Bloomsburg:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	
Lexington and Frankfort:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	'69-'74	
Little Miami:						
Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100
Long Island;						
State Loan (S. F.)	100,000	5	Jan. & July.	New York	1876	92
1st Mortgage	500,000	6	" "	" "	1870	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	" "	1890	
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	
Long Dock Co.:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98
Louisville and Frankfort:						
Louisville Loan	100,000	6	Jan. & July.	New York.	1881	
1st Mortgage	120,000	6	" "	" "	'68-'78	
Louisville and Nashville:						
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	'68-'77	
Lebanon Branch 1st Mortgage	600,000	7			'80-'85	
Memphis Branch 1st Mortgage	267,000	7			'70-'75	
Bardstown and Louisville	30,000	7			1870	
City of Louisville bonds	1,074,000				'86-'87	
Louisville, Cin. and Lexington:						
1st Mort. ($3,000,000)	1,500,000	7	Jan. & July	New York.	1897	36
Maine Central:						
Loan $1,100,000	1,092,900	6			'80-'81	
Loan $400,000	314,100	6			'70-'71	
McMinnville and Manchester:						
State [Tenn.]	372,000	6				
Mortgage	24,000	7				
Marietta and Cincinnati.						
1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	*Baltimore.	1891	94
1st Mortgage Sterling	1,000,000	7	" "	"	1891	
2d Mortgage			May & Nov.	"		72½
Scioto & Hocking Val. R. mort.	300,000	7	" "	"	1888	
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6				
Memphis and Ohio						
State [Tenn.] Loan	340,000	6				

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due	Price
Memphis and Charleston						
State [Tenn.] Loan	$1,595,530	6	Jan. & July.	New York.	1892	
1st Mortgage	1,254,000	7	May & Nov.	"	1880	
2d Mortgage	1,000,000	7	Jan. & July.		1885	70
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage (convert.) Dollar	1,777,000	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	293,000	8	April & Oct.	" "	1882	113
1st Mortgage (S. F.) convertible	4,231,500	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
Goshen Air Line	637,000	7	Feb. & Aug.	" "	1868	97
Detroit and Toledo	924,000	7	" "	" "	1876	95
1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	" "	1885	101½
2d General Mortgage	2,693,000	7	" "	" "	1877	96
Milwaukee and St. Paul:						
1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1893	95
2d Mortgage	1,500,500	7	April & Oct.	" "	1884	90
Real Estate Purchase	135,500				1874	
Milwaukee and Prairie du Chien:						
1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89½
Minnesota and Pacific.						
Real Estate	1,200,000	7	Jan. & July.		1892	61
Mississippi Central:						
1st Mortgage	1,246,000	7	May & Nov	New York.		
2d Mortgage	1,517,500	8	Feb. & Aug.	" "		
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6				
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7		New York.		
2d Mortgage (S. F.)	400,000	8		" "		
1st Land Grant	3,612,000	7		" "		
Mississippi and Tennessee:						
Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
1st Mortgage	600,000	6	" "	" "	1876	
Income Bonds	297,500	10	" "	Memphis.	1870	
Mobile and Ohio:						
Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	
Sterling (1st mort.) Bonds	4,187,000	6	" "	London.		
" " " "		8	" "	Mobile		
Income Bonds of 1861	146,200	8	" "	N. Y. & Mob.	1861	
" " 1862-'67	625,700	8	" "	Mobile.	'62-'65	
" ten years	75,342	8	" "	"		
Mongomery and West Point:						
Mortgage (due 1863 and '65	30,500	6			'63-'65	
Mortgage	61,500	8			1866	
Bonds	100,000		Jan. & July.		1870	
Bonds	299,200		" "		1876	
Bonds	639,500		" "		1881	
Morris and Essex:						
1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
2d Mortgage	1,500,000	7	Feb. & Aug.	" "		89½
Muscogee:						
1st Mortgage	249,000	7				
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000					
Naugatuck:						
1st Mortgage conv	224,000	7	Jan. & July.	Bridgeport.	1876	
*New Albany and Salem:						
1st Mortgage	2,225,000	6				
N. Hav., N. Lond. and Ston'gton:						
2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Extension	116,000	6	May & Nov.	"	1878	
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (H. & Hamp.)	103,000	6		"		
New Jersey:						
Company's (various)	850,000	6	Semi-ann'ally.	New York.	var.	
New London Northern:						
1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Extension Bonds	72,800	6	March & Sept.	"	1885	
N. Orl'ns, Jackson and Gt. North.:						
1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
2d Mortgage Bonds	241,000					
N. Orleans, Opelous. and Gt. West.:						
Louisiana State Loan	650,000	6				
New Orleans City Subscription	1,500,000	5				
1st Mort. Construction	1,730,600	8			1889	
New York Central:						
Premium [S. F.] Bonds	6,189,954	6	May & Nov.	New York.	1883	95
Funding [S. F.] Bonds	1,514,000	7	Feb. & Aug.	" "	1876	104
Exchanged St'ks [S. F.] B'ds	594,000	6	May & Nov.	" "	1883	
" " ["] B & N. F.	77,000	6	" "	" "	1883	
Real Estate [S. F.] Bonds	165,000	6	" "	" "	1883	
Real Estate Bonds & Mortgages	131,315	7	var.	" "	var.	
" " " "	45,550	6	"	" "	1883	
Bonds of Aug. 1859, Convertible	453,000	7	Feb. & Aug.	" "	1876	133
Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	" "	1887	96
New York and Erie						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	101
3d Mortgage	6,000,000	7	" "	" "	1883	97
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	91½
5th Mortgage	926,500	7	June & Dec.	" "	1888	90
Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Sterling Bonds	3,875,520			London.	1875	
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	" "	1893	100
3d Mortgage	980,300	7	Jan. & July.	" "	1867	92
New York and New Haven:						
Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1875	96
N. York, Providence and Boston:						90
1st Mortgage	500,000		Feb. & Aug.	New York	1873	

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
North Carolina:						
Mortgage Loan	$339,000	8	Mar. & Sept.		1867	----
North-Eastern (S. C.):						
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869	----
2d Mortgage	145,000	7	" "	"	1868	----
Pref. Stock (sec'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1873	----
Northern Central:						
Md. State Loan (irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.	------	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	94
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86½
North. Cen., 3d Mort.($2,500,000)	1,064,500	6	April & Oct	"	1900	83
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	92½
Chattel Mortgage	360,000	10	" "		1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94
Norwich and Worcester:						
Mass. State Loan	185,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	59,000	7	" "	New York.	1874	----
Steamboat Bonds	70,500	7	Feb & Aug.	"	'63-'70	----
Ohio and Mississippi:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95½
1st Mortgage—Western "	850,000	7	" "	" "	1872	----
2d Mortgage—Western "	750,000	7	"	" "	1874	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	" "	1875	----
2d Extension	570,500	8	May & Nov.	" "	1873	70
Ogdensburg & Lake Champlain:						
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	100
Oswego and Syracuse:						
1st Mortgage	386,000	6	Jan. & July.	Oswego.	'70-'80	----
Pacific (Mo.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	98½
Panama:						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	----
1st Mortgage Sterling	346,000	7	April & Oct	"	1875	----
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Peninsula:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	90
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98½
2d Mortgage Sterling	2,283,840	6	"	London.	1875	----
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	----
Petersb'g and Lynchb'g (S. Side):						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75	----
3d Mortgage (1862-'70-'72)	314,900	6	" "	"	'62-'72	----
Special Mortgage (1865-'68)	175,000	6	" "	"	'65-'68	----
Last Mortgage (1863 to 1869)	42,000	8	" "	"	'63-'69	----
Phila., German'n and Norrist'n:						
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885	----
Philadelphia and Erie:						
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (general)	5,000,000	6	" "	"	1881	91½
2d Mortgage	3,000,000	7	" "	"	1885	80½
3d Mortgage	4,000,000	6	" "	"	1901	----
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880	----
" 1849, "	2,556,600	6	April & Oct.	"	1870	103½
" 1861, "	106,000	6	Jan. & July.	"	1871	96
" 1843, "	1,525,800	6	" "	"	1880	94½
" 1844, "	804,000	6	" "	"	1880	94½
" 1848, "	101,000	6	" "	"	1880	94½
1849, "	67,000	6	" "	"	1880	94
1857, (convertible)	171,500	6	" "	"	1886	96
1836, "	288,000	7	" "	"	'72-'77	----
Phila., Wilmington and Baltimore:						
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97
Pittsburg and Connellsville.						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	74½
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	106½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d Mortgage (series G)	860,000	7	Jan. & July.	" "	1912	100½
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" (series K)	860,000	7	April & Oct.	" "	1912	"
" (series L)	860,000	7	May & Nov.	" "	1912	"
" (series M)	860,000	7	June & Dec.	" "	1912	"
3d Mortgage	2,000,000	7	April.	" "	1912	94
Bridge Bonds	153,000	7	May & Nov.	Philadelphia.	1876	----
Pittsburg and Steubenville:						
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75
Potsdam and Watertown:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74	----
Quincy and Toledo:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	80
Raleigh and Gaston:						
Coupon	100,000	---	----------	----------	1862	----
Raritan and Delaware Bay:						
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1883	----
2d Mortgage	250,000	7	" "	" "	1883	----
Equipment Bonds	296,000	7	" "	" "	1876	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----------	----------	1860	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Richmond and Danville:						
Guarantied by State	200,000	7	April & Oct.	Richmond.	'75-'76	----
Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	68
Mortgage (Registered)	504,000	7	"	"	1873	68
Richmond and Petersburg:						
Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	----
Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	----
Rome, Watertown and Ogdensb.:						
1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	144
2d Mortgage	937,500	7	" "	"	1863	60
3d Mortgage	440,000	7	" "	"	1863	3
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	981,000	7	Feb. & Aug.	----------	1900	77½
3d Mortgage	148,000	7	----------	----------	1875	----
Six per cents	73,972	6	----------	----------	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	----
Seaboard and Roanoke:						
1st Mortgage	210,000	7	----------	----------	1880	----
3d Mortgage	71,000	7	----------	----------	1870	----
Registered Convertible	128,893	7	----------	----------	1873	----
South Carolina:						
State Loan	187,000	6	----------	----------	1868	----
Domestic Bonds	284,500	6	Jan. & July.	----------	'73-'74	----
Domestic Bonds,	643,500	7	April & Oct.	----------	'69-'71	----
Sterl. Skg f'd b'ds after Jan.1,'70	2,012,994	5	Jan. & July.	London.	1886	----
Do. do. do.	273,167	5	Jan. & July.	Charleston.	1886	----
Southern Mississippi:						
1st Mortgage	500,000	---	----------	----------	------	----
South-Western (Ga.):						
1st Mortgage	437,000	---	----------	Macon.	'75-'85	----
Steuben'v and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	100
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	96
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	84½
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "		1894	81
St. L., Jacksonv. and Chicago:						
1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	----
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	----------	1892	----
1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.	----------	1892	----
1st Land Grant Mortgage	1,200,000	7	June & Dec.	----------	1892	----
Toledo, Peoria & Warsaw:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1894	85
Toledo, Wabash and Western:						
1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	96
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1890	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	83½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Sinking Fund B'ds(T. W. & W.)	269,000	7	April & Oct.	" "	1871	88½
Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	73½
Consol. mort. (T., W. & W.)	1,880,000	---	----------	----------	------	----
Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	77½
2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	35
Vermont and Massachusets:						
Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	99½
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	----
Mortgage (coupons)	206,500	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	983,000	6	" "	New York.	1884	----
State Loan 1859-'60	210,000	6	----------	Richmond.	------	----
Coupon bonds of 1865	53,000	8	----------	"	1876	----
Funding Interest bonds	185,089	8	----------	"	'70-'77	----
Dividend bonds	121,227	6	----------	"	65-'75	----
Virginia and Tennessee:						
1st Mortgage	494,000	6	Jan. & July.	New York.	1872	----
2d Mortgage	23,500	6	" "	" "	1878	----
3d or Income Mortgage	314,500	6	" "	" "	1865	55
Enlarged Mortgage	998,800	6	" "	" "	1884	----
Warren (N. J.):						
1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1s. Mortgage	85,000	7	April & Oct.	New York.	1880	84
Watertown and Rome:						
Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	936,500	6	" "	Boston.	1875	98
West Jersey:						
1st Mortgage	238,000	6	March & Sep.	Camden,	1883	93
2d Mortgage	780,000	7	----------	Philadelphia.	1896	----
Western Maryland:						
1st Mortgage	596,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage guaranteed	200,000	6	" "	"	1890	96
Western Pacific:						
1st Mortgage	----------	6	June & Dec.	N.Y. & Lond.	1895	----
Western Union: 1st mort.	3,155,400	7	Feb. & Aug.	----------	1896	----
Wilmington and Manchester:						
1st Mortgage	596,000	7	June & Dec.	New York.	1866	----
2d Mortgage	200,000	7	May & Nov.	" "	1873	----
Income Bonds	160,000	7	March & Sept.	----------	1864	----
Wilmington and Weldon:						
Sterling Bonds	576,887	6	----------	London.	1881	----
"	179,777		----------	----------	1866	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	...	...	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	....	101,102	37,866	—	....
28 Feb. '59	30.3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,632	518,965	30.3	....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	....	*Mobile and Girard*	1,500,000	*	—	....	....	....	....	57.0	236,791	76,773	21,006	—	....
31 Dec. '65	469.3	13.5	....	49.4	21	20	263	*Mobile and Ohio*	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos.	1,324,847	642,499	—	....
28 Feb. '67	88.5	28.4	....	—	21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,781	3,063,586	116.9	170,707	449,007	189,402	—	....
								ARKANSAS.													
1 Nov. '58	38.5	—	....	107.5	...	...	....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	....
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	....	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	....	230,251	104,394	....	....
								CONNECTICUT.													
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	....	23.8	53,855	103,333	26,249	3	....
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	....	....	122.4	319,433	644,725	166,186	—	....
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,288,932	254,000	1,403,095	3,000,000	927,000	104,183	4,946,027	75.2	546,113	1,685,334	592,283	12	174
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,439,775	*	347,819	2,000,000	292,500	150,848	2,787,594	124.0	192,989	478,095	65,463	—	68
31 Dec. '65	57.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	*	—	1,100,000	295,000	34,065	....	62.0	159,074	419,469	135,922	10	....
28 Feb '66	50 0	—	2.6	—	8	10	30	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	766,000	....	....	62.0	....	67,143	loss.	—	....
30 Nov. '67	93.0	6.8	10.0	—	5	3	33	New Haven and Northampton	2,551,142	*	—	1,334,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2	....
30 Nov. '67	100.0	—	—	—	15	13	316	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,694	8	85
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	151
30 Nov. '67	59.4	7.0	9.5	—	20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	66.4	364,521	680,438	204,086	8	90
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—		—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	...	...	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	....	27,283	10,290	9	....
								FLORIDA.													
— — '62	154.2	—	....	150	...	...	....	*Florida*	....	....	—	....	....	....	....	....	....	....	....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	....	7,8[illegible]7	3,535	—	....
— — '62	59.9	—	5.0	—	...	...	....	*Flo., Atlantic and Gulf Central*	....	....	—	....	....	....	....	....	....	....	....	—	....
— — '62	100.0	3.9	10.0	153 5	...	...	....	*Pensacola and Georgia*	....	....	—	....	....	....	....	29.4	....	....	....	—	....
								GEORGIA.													
30 Jun. '67	86.7	—	...	—	18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,232,200	35,500	56,575	1,346,632	86.7	....	391,477	68,880	3½	....
— — '62	92.6	—	8.7	70.9	...	...	....	Atlantic and Gulf—M. Trunk	....	....	—	....	....	....	....	30.0	....	....	....	—	....
31 Dec. '60	53.0	—	....	—	...	...	....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	....	53.0	....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	....	Brunswick and Florida	755,000	*	—	151,887	....	....	....	31.0	....	....	....	—	....
30 Nov. '66	191.0	—	....	—	49	31	501	Central of Georgia (and Bank)	4,472,000	*	1,849,923	4,666,800	786,000	183 940	6,686,956	229.0	....	1,734,749	359,214	—	....
31 Mar. '67	171.0	71.0	....	—	46	25	407	Georgia (and Bank)	4,156,000	*	1,999,361	4,156,000	886,000	241,932	7,175,281	242.0	....	1,136,142	246,356	6½	....
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,296	1,658,976	102.5	226,241	404,618	212,676	19	....
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	....	202,714	110,516	8	—
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	....	....	....	—	....
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,388,131	414,195	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,953	332,551	9	....
30 Sep. '59	138.0	—	....	—	52	24	706	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	....	832,343	454,541	—	....
								ILLINOIS.													
31 Dec. '67	280.0	—	....	—	72	34	1,321	Chicago and Alton	10,276,604	*	1,306,703	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,965	3,892,861	1,743,733	10	132
30 Apr. '67	317.0	83.0	47.0	—	119	55	2,438	Chic., Burlington and Quincy	13,246 711	2,956,327	2,753,986	10,399,010	5,458,250	365,542	18,957,024	400.0	2,421,566	6,146,862	2,793,463	20	151
31 May, '67	491.0	661.4	30.0	—	248	133	5,556	Chicago and Northwestern	41,871,570	*	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,152	....	10,161,735	2,226,967	—	65½
31 Mar. '67	181.8	181.5	....	42.7	92	46	1,800	Chicago, Rock Isl. and Pacific	15,313,822	*	3,192,940	9,100,000	8,146,524	635,486	18,506,763	409.3	1,621,307	3,574,034	1,413,999	10	105½
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	....	4,214,342	180.0	....	742,097	377,476	—	....
31 Dec. '67	454.8	252.5	....	—	150	94	3,776	*Illinois Central*	21,328,473	*	10,233,807	23,415,780	10,544,500	—	41,562,280	708.3	3,765,216	7,160,992	3,512,366	10	154
31 Dec. '67	111.0	—	....	112	21	8	311	Toledo, Peoria & Warsaw	6,456,556	600,700	79,013	3,675,116	2,873 000	229,004	7,138,269	111.0	297,509	754,463	187,005	—	—
31 Dec. '67	195.0	14	12.2	—	46	30	1,002	St. Louis, Alton & Terre Haute	10,700 000	....	—	4,000,000	6,700,000	—	10,700,000	209.0	....	2,218,402	....	—	48
								INDIANA.													
— —	224.0	—	....	—	41	23	765	Chicago and Great Eastern	....	....	....	4,390,000	5,600,000	....	....	224.0	....	....	....	—	37½
31 Aug. '65	132 0	—	....	—	14	10	187	Evansville and Crawfordsville	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	132.0	246,145	559,128	246,720	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	....	442,893	158,541	—	....
31 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	....	448,858	230,834	9	26½
31 Dec. '64	84.0	—	....	—	15	...	....	Ind., Pittsburg and Cleveland	2,735,556	*	240,322	1,872,000	997,000	106,879	2,975,878	84.0	384,539	771,763	307,832	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	—
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132.0	....	315,172	117,941	6	100
— — '58	288.0	—	....	—	...	...	....	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	....	645,827	371,402	—	36½
30 Nov. '66	73.0	—	....	—	26	23	562	Terre Haute and Indianapolis	1,988,150	*	991,131	1,988,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12	159½
								IOWA.													
30 Apr. '66	75.5	—	....	176.5	11	8	275	*Burlington and Missouri River*	3,215,917	*	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,745	181,417	—	....
31 Dec. '66	142.5	—	....	176.0	16	9	211	Dubuque and Sioux City	5,257,043	*	172,160	3,662,123	960,000	653,956	5,429,203	156.5	319,880	805,271	237,861	—	58
31 Dec. '67	162.0	—	....	—	17	10	221	Des Moines Valley	5,507,204	—	—	1,820,200	2,892,000	795,004	5,507,204	162.0	....	735,587	309,685	—	....
30 Jun. '65	135.0	95.0	....	312.0	...	...	....	Mississippi and Missouri	10,715,552	*	—	3,452,300	7,145,252	118,000	10,715,552	230.0	....	....	....	—	....
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	....	426,408	227,534	—	....
30 Jun. '67	29.0	—	3.4	— }	14	13	225	} Lexington and Frankfort	601,965	52,300	36,711	514,646	63,000	1,790	690,976	29.0	248,321	510,319	153,217	7	....
30 Jun. '67	65.1	—	5.4	— }				} Louisville and Frankfort	1,405,910	126,735	4,278	1,109,594	294,519	7,430	1,586,923	65.1				6	....
30 Jun. '67	185.0	149.0	31.3	47.5	66	45	741	Louisville and Nashville	10,168,330	*	2,672,765	5,492,638	2,965,000	444,172	12,841,095	334 0	929,486	2,158,874	810,468	8	....
								LOUISIANA.													
31 Dec. '66	80.0	—	....	178.0	10	17	126	*N. O. Opelousas and Gr. West'n*	4,254,217	551,218	1,315,464	4,093,425	1,730,600	2,504,768	8,628,793	80.0	105,960	414,741	200,220	—	....
30 Nov. '66	206.0	—	....	205.0	21	23	275	*N. O. Jackson and Gr. Northern*	6,184,172	1,386,874	—	4,697,457	3,551,000	281,157	12,039,633	206.0	....	1,533,042	386,268	—	—
31 Aug '60	58.7	—	....	135.8	...	...	—	*Vicsburgh, Sreveport & Texas*	1,662,691	*	—	1,253,015	248,969	108,434	1,710,819	53.7	....	....	....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	—	—	—	Chic. Detroit & Can. G.T. Junc.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	...	...	....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	....	9,008,369	188.6	....	340,898	....	—	....
31 May '67	284.8	—	28.4	—	97	83	1,726	Michigan Central	14,930,814	*	1,086,729	8,070,665	7,268,989	234,438	16,017,548	329.3	1,902,098	4,325,490	1,498,713	10	121½
29 Feb. '68	246.0	277.8	....	—	99	80	1,594	Mich. S'th'n & N'th'n Indiana	15,946,850	2,865,817	1,538,230	10,646,200	9,038,640	267,478	20,762,597	523.8	2,387,398	4,747,219	1,880,832	—	90½
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	....	1,550,000	....	....	....	....	....	....	....	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	....	—	—	....	575,000	....	....	....	....	....	....	....	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	....	—	—	....	600,000	....	....	....	....	....	....	....	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	....	—	—	....	500,000	....	....	....	....	....	....	....	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	....	584,342	328,092	—	....
31 Oct. '59	71.4	—	....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	....	176,462	116,433	—	....
31 Dec. '58	83.2	—	....	60.4	...	...	....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	....	....	83.2	....	250,047	121,659	—	....
								MISSOURI.													
31 Aug. '63	06.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,153,836	7,177,600	—	....	206.8	579,324	1,047,567	420,026	—	87
28 Feb. '66	182.0	—	17.7	210.0	23	27	429	*North Missouri*	6,944,583	815,063	266,715	2,469,540	4,400,000	106,235	8,026,361	182.0	....	1,020,089	267,804	—	....
31 Dec. '62	152.0	—	3.6	....	...	...	....	*Platte County*	1,200,000	*	—	500,000	700,000	....	....	52.0	....	....	....	—	....
28 Feb. '67	283.0	—	14.4	—	47	41	694	*Pacific*	14,116,685	2,049,674	432,089	3,609,115	9,200,000	1,356,135	16,598,448	309.0	1,199,660	2,675,875	719,230	—	....
28 Feb. '67	90.0	—	3.9	200.0	6	2	60	*South-West Pacific*	5,000,000	119,738	1,300,000	1,280,000	2,000,000	—	5,000,000	127.0	....	—	—	—	—
28 Feb. '64	86.5	3.6	8 2	....	16	13	219	*St. Louis and Iron Mountain*	5,437,068	360,029	—	1,971,222	3,501,000	40 568	6,852,100	90.1	280,189	399,291	329		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Other Assets.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—
30 Jun. '66	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	7,654,089	*	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,113	177,878	—	45
31 Dec. '66	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—	—
31 May, '65	99.7	9.5	.....	—	13	15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,527	4,301,457	109.2	171,568	489,592	219,302	—	—
31 May, '67	51.3	—	.....	—	14	4	157	Portland, Saco and Portsmouth	1,360,184	*	498,485	1,500,000	—	—	1,858,669	51.8	227,394	529,325	230,825	6	107
								MARYLAND.													
30 Sep. '65	279.6	7.2	.....	—	243	164	3,549	Baltimore and Ohio	21,450,651	3,621,755	18,016,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,798,323	10,096,706	4,437,983	10	123
30 Sep. '65	30.0	—	.....	—	—	—	—	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,358,013	39.0	584,848	916,286	550,992	10	127
31 Dec. '67	138.0	4.0	25.0	—	99	56	4,190	Northern Central	9,667,415	1,648,096	1,747,641	4,648,900	5,764,500	1,812,648	13,063,151	326.0	.....	3,690,863	1,212 159	8	46½
								MASSACHUSETTS.													
30 Nov. '67	111.0	19.5	9.8	269.5	18	12	176	Boston, Hartford & Erie	19,242,081	*	—	14,884,000	8,693,350	1,633,057	25,210,407	130.5	297,637	369,577	50,770	—	15½
30 Nov. '67	26.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,605	3,198,644	71.0	326,671	978,068	234,804	8	130½
30 Nov. '67	74.3	8.8	54.7	—	42	67	929	Boston and Maine	4,087,397	627,717	337,187	4,076,974	—	—	5,052,301	147.8	858,737	1,603,167	481,471	10	140
30 Nov. '67	47.0	7.0	46.0	—	31	47	412	Boston and Providence	3,152,600	207,400	399,367	3 360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,303	10	129½
30 Nov. '67	44.6	24.0	66.6	—	40	71	442	Boston and Worcester	4,334,640	665,360	1,244,615	5,000,000	—	36,352	6,144,615	68.6	783,666	1,942,500	781,421	10	.....
30 Nov. '67	46.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	945,761	8s,864	66,962	721,926	—	6,134	1,098,587	47.1	88,388	197,981	61,251	6½	66½
30 Nov. '67	50.0	3.4	12.3	—	14	27	235	Connecticut River	1,747,155	189,816	309,512	1,700,000	250,000	594	2,246,483	53.4	288,750	629,165	169,164	8	124½
30 Nov. '67	44.1	50.4	36.4	—	41	70	699	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400	663,200	6,316,900	94.5	863,222	1,447,046	545,630	8	120
30 Nov. '67	51.0	42.5	76 9	—	31	33	507	Fitchburg	3,189,851	350,149	463,637	3,540,000	—	—	4,050,280	93.5	505,332	1,101,444	354,744	9	132
30 Nov. '67	13.9	—	3.9	—	3	3	40	Fitchburg and Worcester	293,658	40,226	—	248,000	2,000	25,421	333,884	13.9	36,195	90,295	18,346	6	—
30 Nov. '67	12.3	—	2.3	—	2	3	21	Lowell and Lawrence	332,884	30,274	5,345	200,000	73,000	2,160	368,503	(O.b	y B. & L.	) 21,780	17,988	6	—
30 Nov. '67	14.6	—	3.0	—	12	13	232	Nashua and Lowell	678,919	95,684	81,122	720,000	—	15,000	855,725	74.8	381,529	440,241	74,679	10	131
30 Nov. '67	20.1	—	1.5	—	5	12	81	New Bedford and Taunton	452,982	47,018	5,475	500,000	174,000	—	674,000	21.6	75,756	182,954	43,061	8	101½
30 Nov. '67	130.5	10.5	32.3	—	34	59	387	Old Colony and Newport	6,214,824	596,805	905,677	4,848,320	2,370,000	128,000	7,618,306	141.0	826,061	1,381,065	336,310	6	95
30 Nov. '67	18.6	—	1.4	—	1	2	1	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	450,000	18.6	50,080	108,894	27,782	6	80
30 Nov. '67	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000	—	5,000	1,821,429	44.4	321,855	702,946	160,429	8	124½
30 Nov '67	16.9	—	1.7	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,900	486	470,692	(O b	y B & L.	) 17,500	16,688	1½	110½
30 Nov '67	11.1	0.6	1.6	—	4	8	85	Taunton Branch	250,000	*	43,730	250,000	—	4,292	293,730	11.7	53,992	217,997	26,845	8	112½
30 Nov '66	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	—	—	—	923,942	979,308	—	—	(Ope	r. by T	roy and	Boston.)	—	—
30 Nov. '67	69.3	8.0	5.5	—	12	12	186	Vermont and Massachusetts	2,259,086	207,342	93,908	2,860,000	550,345	2,827	3,560,337	77.3	199,126	461,424	62,594	1½	59½
30 Nov. '67	156.1	17.5	184.2	—	103	53	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	—	17 391,983	173.6	1,840,291	4,086,707	1,249,295	10	—
30 Nov. '67	45.7	—	10.6	—	11	15	226	Worcester & Nashua	1,352,587	169,613	126,626	1,522,200	—	69,906	1,648,826	45.7	260,847	449,383	151,360	8	116½
								NEW HAMPSHIRE.													
31 Mar. '67	93.5	—	6.2	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	431,345	1,799,000	1,050,000	30,974	3,281 345	93.5	.....	467,714	147,122	—	80
30 Nov. '67	53.6	—	8.0	—	22	15	271	Cheshire	2,689,307	*	280,780	2,085,925	672,200	—	2,970,087	53.6	433,650	688,500	128,462	3	—
31 Mar. '67	34.5	—	.....	—	28	26	470	Concord (par $50)	1,500,000	*	148,924	1,500,000	—	—	1,746,868	121.4	560,024	941,321	146,888	9	72
31 Mar. '67	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	1,000,000	—	—	1,000,000	(Ope	r. by Co	ncord)	97,925	9	130
31 Mar. '67	19.3	—	1.0	—	—	—	—	Manchester and Northwestern	600,000	—	—	200,000	—	—	600,000	(Ope	r. by C.)	50,267	48,317	—	—
31 Mar. '67	69.2	13.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,540	681,301	242,998	8	116
								NEW JERSEY.													
31 Dec. '67	64.2	—	8.9	—	20	18	787	Belvidere Delaware	3,673,040	*	—	996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	—	—
31 Dec. '67	61.2	42.4	81.6	—	74	96	201	Camden and Amboy	10,099,001	*	4,381,251	7,987,413	10,182,137	—	18,169,550	124.2	.....	3,508,511	781,801	10	129
31 Dec. '67	60.2	—	4.7	—	8	28	95	Camden and Atlantic	2,137,423	*	—	1,103,043	1,034,350	127,871	2,265,294	60.2	.....	325,407	147,928	—	69½
31 Dec. '67	75.0	—	98.0	—	71	57	1,122	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,000	1,500,000	1,649,963	16,918,563	90.0	1,549,446	3,350,398	1,472,376	10	124½
31 Dec. '67	81.5	6.2	61.0	—	42	48	692	Morris and Essex	7,965,596	2,498,012	1,013,617	3,616,350	6,347,437	1,513,438	11,477,225	87.7	827,528	1,382,840	164,547	3½	65
31 Dec. '67	33.8	—	33 8	—	37	70	211	New Jersey	4,077,493	858,314	3,024,434	6,000,000	1,362,614	597,627	7,560,241	33.8	677,201	1,865,393	846,150	10	133
31 Dec. '67	21.3	—	3.0	—	5	13	29	Northern New Jersey	495,044	*	.....	159,100	300 000	62,145	495,044	35.0	128,394	252,366	48,459	—	—
31 Dec '67	65.0	16.0	7 9	—	—	—	—	Raritan and Delaware Bay	4,098,592	*	—	2,530,700	1,664,500	1,066,867	5,262,067	81.0	—	431,361	6,664	—	65
31 Dec '67	18 3	—	.....	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,059,050	18.3	.....	458,606	155,926	7	91
31 Dec. '67	37.5	—	3.9	—	7	13	183	West Jersey	1,259,172	*	517,356	804,150	1,018,000	—	1,822,150	37.5	—	278,639	119,287	14	—
								NEW YORK.													
30 Sept. '67	117 0	—	9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,846	50,018	1,774,824	2,486,000	239,767	5,465,947	103.0	287,170	484,228	220,215	—	—
30 Sep. '67	36.7	—	—	—	5	3	23	Buffalo, Corry and Pittsburg	1,119,074	*	159,078	359,640	600,000	298,512	1,258,152	43 2	20,733	49,159	28,850	—	—
30 Sep. '67	142.0	—	13.0	—	28	32	411	Buffalo, New York and Erie	3,369,088	—	—	950,000	2,380,000	Leased	to Erie	Ra	ilway	Co.	233,100	7	85
30 Sep. '67	88.3	—	35 0	—	44	24	853	Buffalo and Erie	5,102,933	—	890,067	5,000,000	1,000,000	—	6 000,000	88.3	901,351	2,352,230	576,842	10	—
31 Dec. '67	460.0	97.0	378.0	—	371	190	5,837	Erie	19,247,770	*	5,071,492	25,111,210	22,429,922	3,524,813	54,319,262	784.0	6,458,279	14,317,213	2,662,141	—	69½
30 Sep. '67	144.0	—	156.6	—	82	142	1,022	Hudson River	11,486 415	6,018,602	—	9,981,500	6,188,000	1,167	17,505,037	150.0	1,598,326	5,111,800	1,886,047	8	133½
30 Sep. '67	97.0	20.0	—	5.0	24	40	166	Long Island	3,646,829	560,000	—	3,000,000	825,000	—	4,206,820	117.0	366,439	693,016	449,189	—	45
30 Sep. '67	297.8	296.0	452.6	—	289	296	5,610	New York Central	29,759,528	6,834,877	9,429,130	28,537,000	12,009,820	688,879	46,023,535	692.0	6,401,420	13,979,514	3,109,801	6	142
30 Sep. '67	130.8	2.1	45.5	—	41	71	633	New York and Harlem	10,491,685	1,863,697	1,109,365	6,785,050	5,993,625	37,000	12,815,675	162.9	788,120	2,783,699	1,119,369	8	127½
30 Sep. '67	118.0	4.0	18.0	—	26	14	488	Ogdensburg & L. Champlain	4,954,779	1,070,154	—	3,077,000	1,182,000	—	6,024,933	122.0	521,932	908,645	86,515	—	67½
30 Sept. '67	28.5	—	2.3	—	—	—	—	Oswego and Rome	1,000,000	*	—	300,000	700,000	—	1,000,000	ope	r. by R.,	W. & O.	R.R. Co.	—	—
30 Sep. '67	36.3	—	21.3	—	6	10	67	Oswego and Syracuse	1,160,940	139,834	112,320	482,400	573,500	4,875	1,413,094	36.3	101,544	256,528	81,630	8	—
30 Sep. '67	174.9	—	30.0	—	31	53	559	Rensselaer and Saratoga	4,000,000	*	—	2,500,000	1,500,000	—	4,000,000	174.9	547,225	1,423,000	386,954	6	94½
30 Sept. '67	25.2	—	1.2	—	—	—	—	Rochester & Genesee Valley	656,026	—	—	557,560	109,000	—	666,560	incl	uded in	Erie.	53,959	—	—
30 Sep. '67	141.1	48.5	20.7	—	37	27	480	Rome, Watert'n & Ogdensb'g	4,000,724	*	587,519	2,400,000	1,834,600	353,643	4,588,243	218.6	—	1,215,471	449,003	10	117
30 Sept. '67	34.0	—	3.0	—	8	17	21	South Side (L. I.)	1,300,000	*	—	450,000	750,000	—	1,300,000	—	—	—	—	—	—
30 Sept. '67	13.0	—	0.3	—	3	6	6	Staten Island	208,556	45,576	500,000	660,000	200,000	—	860,000	13.0	49,747	668,895	112,915	10	—
30 Sep. '67	81.0	—	8.1	—	12	10	146	Syracuse, Binghamton & N.Y.	3,182,489	*	367,815	1,314,130	1,721,514	514,660	3,550,304	81.0	273,412	539,285	246,694	—	—
30 Sep. '67	34.9	—	9.2	—	13	13	228	Troy and Boston	1,915,095	362,249	—	607,111	1,550,000	443,171	2,600,282	112.0	354,360	509,582	195,480	—	—
30 Sep. '67	34.9	—	2.6	51.3	5	7	56	Utica and Black River	952,732	*	—	831,300	—	121,432	952,732	34.9	33,168	150,375	83,679	7½	—
30 Sep. '67	12.0	—	—	70.0	2	—	12	Utica, Chenango & Susq. Val.	538,495	*	155,226	693,721	—	—	693,721	12.0	—	—	—	—	—
30 Sept. '67	10.3	—	—	—	—	—	—	Warwick Valley	172,577	*	11,673	98,650	85,000	600	184,250	10.3	19 880	51,630	20,596	8	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	—	—	—	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	—
31 May, '67	223.0	—	.....	—	25	15	223	North Carolina	4,950,755	*	399,679	4,000,000	339,000	354,832	5,290,436	223.0	371,012	598,199	loss.	—	—
— — '59	97.0	—	.....	—	—	—	—	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	—
30 Sep. '66	161.5	15.0	.....	—	17	10	127	Wilmington and Manchester	3,280,173	*	493,366	1,147,018	1,201,000	671,984	3,773,539	171.9	.....	432,059	152,543	—	—
30 Sep. '66	161.9	—	.....	—	25	14	181	Wilmington and Weldon	3,058,895	*	501,333	1,463,775	674,664	823,468	3,560,528	171.0	.....	611,599	255,351	—	—
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '64	118.2	—	.....	—	21	12	208	Bellefontaine and Indiana	3,430,357	*	289,017	2,562,251	1,040,550	116,574	3,719,374	118.2	523,741	976,881	279,068	—	—
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	36
31 Mar. '67	60.3	—	.....	—	34	30	485	Cinc., Hamilton and Dayton	3,930,423	991,195	1,275,919	3,260,800	1,759,000	773,160	6,197,537	202.0	.....	1,301,537	343,700	10	75
31 Dec. '64	131.8	—	.....	31.0	16	14	232	Cincinnati and Zanesville	2,855,112	*	—	1,555,112	1,300,000	—	2,855,112	131.8	.....	.....	.....	—	—
31 Dec. '67	135.4	55.8	.....	—	47	26	890	Cleveland, Columbus and Cinc.	4,047,509	843,350	1,930,098	6,000,000	425,000	239,908	6,820,957	191.2	1,123,750	1,903 438	554,507	8	92
31 Oct. '67	95.5	—	54.0	—	42	31	1,089	Clev., Painesville & Ashtabula	3,882,090	986,337	—	8,750,000	2,500,000	—	11,250,000	95.5	804,876	2,659,346	973,518	10	103
30 Nov. '67	101.0	102.5	.....	—	63	37	1,296	Cleveland and Pittsburg	9,460,879	*	500,821	5,424,091	3,974,489	275,869	9,961,700	203.5	.....	2,298,322	809,514	—	89½
31 May '67	109.1	79.4	.....	—	40	39	880	Cleveland and Toledo	6,901,816	974,601	797,346	5,000,000	2,872,185	133,692	8,673,764	188.6	1,223,523	2,492,216	1,107,377	14	107
30 Nov. '67	54.5	16.5	12.5	—	—	—	—	Columbus and Xenia	1,464.078	—	736,66	1,786,200	248,000	80,667	2,200,714	ope	r. with	Little	Miami.	8	—
31 Mar. '67	142.0	—	7.9	—	18	6	413	Dayton and Michigan	5,651,304	494,543	64,292	2,388,064	3,685,600	344,005	6,417,669	142.0	—	853,363	209,512	—	—
30 Nov. '67	83.5	—	43.6	—	45	40	747	Little Miami	3,775,757	—	1,704,128	3,572,400	1,589,000	35,935	5,479,886	158.2	1,110,055	1,985,764	384,190	8	105
31 Dec. '66	175.8	77.6	13.1	—	58	20	485	Marietta & Cincinnati, re-org.	15,850,779	*	1,578,999	12,667,655	3,688,385	315,434	17,429,777	250.8	739,960	1,224,058	445,302	—	—
31 Dec. '67	340.0	—	.....	—	—	—	—	Ohio and Mississippi	25,940,335	1,707,000	461,533	23,500,000	3,888,000	598,633	28,108,918	340.0	.....	3,459,319	286,455	—	29½
30 Jun. '66	153.9	16.0	.....	—	26	17	423	Sandusky and Cincinnati	3,988,354	595 400	391,992	3,382,163	1,218,972	109,313	4,972,746	205.9	346,671	694,520	134,081	—	—
31 Dec. '66	116.0	9.0	.....	—	10	9	220	Sandusky, Mansfield & New'k	2,863,435	*	106,628	900,236	2,041,600	28,223	2,970,059	125.0	240,785	420,453	126,800	—	—
31 Dec. '67	454.8	45.2	—	—	105	49	2,189	Toledo Wabash & Western	20,999,000	*	1,755,183	6,700,000	15,494,000	66,670	22,754,183	523.0	1,259,485	3,809,353	1,002,471	—	49

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies n Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Jan. '66	44.0	—	....	136.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	313,542	2,870,342	44.0	134,201	356,277	123,892	—	18
31 Oct. '67	387.3	38.2	85.7	—	156	98	3,422	Atlantic and Great Western	58,812,853	*	26,136	27,798,923	29,960,900	1,049,166	58,838,989	565.7	—	5,195,265	1,620,329	—	....
31 Oct. '67	65.0	2.5	5.0	—	21	9	260	Catawissa	3,634,000	—	—	3,359,500	262,500	—	3,634,000	67.5	236,991	502,918	443,361	—	5¾
31 Oct. '67	74.0	—	8.6	—	16	14	222	Cumberland Valley	1,691,037	*	—	1,316,900	356,100	—	1,691,037	74.0	236,078	534,295	94,147	8	83½
31 Oct. '67	113.0	—	92.0	—	98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,764	4,517,820	13,386,020	3,308,000	708,205	17,402,225	204.5	2,034,524	2,613,979	loss.	10	124½
31 Oct. '67	36.0	—	7.8	—	11	6	120	East Pennsylvania	1,551,539	310,125	—	654,600	574,900	—	1,861,664	36.0	221,129	538,531	259,992	—	....
31 Oct. '67	78.0	—	12.0	—	—	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	255,376	395,149	4,238	5	31½
31 Oct. '67	81.6	2.0	8.4	—	19	11	540	Erie and Pittsburg	1,945,591	772,407	200,000	664,300	1,270,200	578,450	2,917,998	100.6	368,004	640,768	202,865	—	....
31 Oct. '67	36.0	18.0	33.0	—	—	—	—	Harrisburg and Lancaster	1,882,550	—	—	1,182,550	700,000	—	1,882,550	leas	ed Penn.	—	133,284	7	....
31 Oct. '67	44.0	14.8	—	—	16	4	60	Huntingdon and Broad Top	2,192,814	*	—	685,130	1,656,245	....	2,341,375	58.8	149,189	186,451	52,343	—	55½
31 Oct. '67	80.0	—	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,231,358	521,772	—	1,335,000	2,273,295	68,880	3,753,130	80.0	508,071	790,808	233,345	—	....
31 Oct. '67	91.0	46.8	16.0	—	33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	9,739,800	7,990,285	—	16,730,085	—	91,140	534,154	193,776	8	....
31 Oct. '67	101.0	60.2	148.5	—	90	18	3,706	Lehigh Valley	11,459,652	3,407,490	—	10,731,400	1,437,000	866,111	14,867,142	161.2	1,224,376	3,580,761	1,272,069	10	55⅝
31 Oct. '67	28.2	3.0	24.7	—	—	—	—	Little Schuylkill	1,466,662	*	2,047,438	2,646,100	863,000	—	3,514,100	oper	.by Read	ing R.R.	—	—	45
31 Oct. '67	93.3	—	51.9	—	—	—	—	Mine Hill and Schuylk. Haven	3,775,600	—	—	3,775,600	—	—	3,775,600	"	"	"	302,048	8	58
31 Oct. '67	55.0	11.9	16.0	—	25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	3,292,154	—	6,992,287	66.9	343,012	898,574	361,604	5	33½
31 Oct. '67	354.9	36.4	480.4	—	428	213	8,537	Pennsylvania	29,115,089	*	5,834,056	21,045,750	13,311 840	591,555	34,949,145	561.5	7,740,290	16 340,156	4,151,521	11	52½
31 Oct. '67	17.0	3.0	4.7	—	20	44	139	Phila., Germant'n & Norrist'n	1,139,079	306,120	411,794	1,535,550	116,100	—	1,856,993	24.2	315 164	634,717	298,318	10	67½
31 Oct. '67	287.5	—	70.4	—	90	38	1,452	Phila. and (Sunbury) Erie	17,469,165	*	1,545,700	5,996 700	13,000,000	22,473	19,019,173	287.5	1,604,825	2,334,731	loss.	—	27½
31 Oct '67	147.0	20 2	265 6	—	268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,560,825	—	30,416,926	474 8	3,677,457	9,106,496	2,493,542	10	49½
31 Oct. '67	26.5	—	32·2	—	—	—	—	Philadelphia and Trenton	1,378,697	—	287,418	1,099,120	200,000	—	1,666,115	33.3	—	863,705	299,326	10	129½
31 Oct. '67	96.0	3 8	106.0	—	45	78	988	Phila., Wilmington and Balt.	10,869,300	*	25,000	9,058,300	1,826,000	—	10,884,300	99.8	876,241	2,432,531	890 730	9	55½
31 Oct. '67	58.4	—	17.4	—	13	13	74	Pittsburg and Connellsville	2,251,908	266,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	602,596	270,419	—	....
31 Oct. '67	468.3	61.0	130.0	—	199	96	2,935	Pittsb'g, Ft. Wayne & Chicago	25,118,927	*	—	11,497,402	12,564,500	83,778	25,118,927	544.2	4,618,501	7,278,898	2,382,623	10	111½
31 Oct. '67	28.0	—	6.0	—	—	—	—	Shamokin Valley & Pottsville	1,569,450	*	—	869,450	700,000	—	1,569,450	28.0	154,003	280,452	107,811	5½	40
31 Oct. '67	26.4	—	4.5	—	10	16	52	Westchester & Philadelphia	1,390,888	180,693	10,000	684,036	962,600	133,966	880,602	35.4	167,552	375,680	189,705	—	15
31 Oct. '67	42.4	21.3	12.3	—	—	—	—	Western Pennsylvania	2,876,330	*	49,660	822,450	1,283,600	630,919	2,925,990	(ope	rated by	Penn.	—	—	....
31 Oct. '67	30.6	—	4.9	—	9	4	268	Tioga	829,995	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,569	133,671	8	46
								RHODE ISLAND.													
31 Aug. '67	62.0	—	5.1	—	16	17	133	N. Y., Providence and Boston	2,568,000	*	352,175	2,000,000	600,000	—	2,920,175	62.0	255,401	486,140	111,835	—	92
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	....	....	....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	....	....	109.6	....	283,263	151,536	6	....
1 Jan. '59	143.2	21.3	....	—	....	....	....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	....	164.5	....	341,190	125,871	....	—
13 Feb. '67	102.0	—	....	—	11	8	105	North-Eastern	2,148,131	*	51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,775	66,687	—	—
31 Dec. '66	136.0	106.0	....	- -	47	34	343	South Carolina	8,511,957	*	549,110	5,819,275	3,534,798	447,491	9,827,175	242.0	....	1,312,738	387,332	—	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	....	....	....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	....	29,967	19,187	—	—
30 June '66	30.0	—	1.8	—	17	11	200	East Tennessee and Georgia	—	*	—		2,141,970	—	....	140.0	10 mos.	441,029	154,081	—	—
30 June '66	140.0	—	8.0	—	15	8	185	East Tennessee and Virginia	3,399,984	*	824,263	657,700	2,175,500	541,853	4,224,247	130.3	139,332	331,871	161,014	—	—
30 Jun. '67	271.6	19.4	20.0	—	55	50	478	Memphis and Charleston	6,283,585	1,002,601	2,195,331	5,312,725	3,126,530	921,937	9,431,517	291.0	786,331	1,661,612	71,490	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	....	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	740,000	....	....	—	—	—	—	—	—
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	*	—	825,399	1,069,600	962,039	3,015,107	99.2	....	367,252	173,729	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	....	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	....	....	159.0	....	734,118	337,384	6	....
1859	—	—	....	—	—	—	—	Nashville and Northwestern	....	—	—	....	....	....	....	—	—	—	—	—	....
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	....	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	....	—	—	216,962	413,000	408,477	....	30.0	....	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	....	158.0	....	....	....	Buffalo Bayou, Braz.& Col'r'do	....	....	—	....	....	....	....	32.0	....	....	....	—	—
— — '58	56 0	—	....	184.0	....	....	....	Galvest., Houst. & Henderson	....	....	—	....	....	....	....	56.0	....	....	....	—	....
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	....	—	275,000	240,000	171,560	....	50.0	31,300	32,670	....	—	....
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	....	70.0	102,200	282,846	196,568	—	....
— — '59	25.0	—	....	110.0	....	....	....	San Antonio & Mexican Gulf	....	....	—	....	....	....	....	25.0	....	—	—	—	—
								VERMONT.													
31 May '67	110.3	—	6.6	—	11	10	328	Connect. & Passumpsic Rivers	3,071,687	*	100,124	1,961,800	578,800	521,102	3,171,811	110.3	171,490	493,706	184,652	—	....
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,233,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	....
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	....	....	1,206,683	62.5	136,761	185,474	67,785	—	....
31 May, '65	117.0	2.0	26.0	—	54	49	1,068	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	—	8,500,000	184.5	1,030,304	1,477,782	334,326	—	1½
31 May, '65	47.0	18.5	5.3	—	—	—	—	Vermont and Canada	2,250,000	—	—	2,140,000	—	....	2,250,000	ope	r. by Vt.	Central	180,000	8	100
30 Jun. '65	23.6	—	0.9	—	4	6	39	Vermont Valley	1,212,274	*	—	516,164	793,200	....	....	23.6	....	90,278	34,358	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	....	....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	6 months	79.2	47,702	54,121	16,332	—	....
30 Sep. '65	103.5	—	....	—	—	—	—	Northwestern Virginia	5,322,150	*	—	5,680,685	694,000	....	....	103.5	436,729	758,883	42,878	—	27½
30 Sep. '66	88.3	68.4	10.0	—	16	16	123	Orange and Alexandria	....	....	....	2,063,655	2,923,000	380,780	....	167.7	6 mos.	300,101	102,651	—	18½
30 Sep. '66	123.3	10.1	....	—	13	7	107	Petersburg and Lynchburg	3,538,272	*	—	1,365,600	1,631,900	124,931	3,565,187	133.4	....	289,581	49,581	—	....
30 Sep. '59	59.2	21.3	....	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	....	326,554	213,852	7½	—
30 Sep. '67	140.5	1.5	11.2	—	24	16	269	Richmond and Danville	6,929,000	*	2,652,446	2,000,000	1,994,300	1,025,781	7,581,446	190.5	310,204	639,662	280,211	—	....
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,500	1,041,880	643,960	96,828	....	78.6	159,981	279,945	145,385	7	....
30 Sep. '66	22.2	2.8	3.1	—	8	10	121	Richmond and Petersburg	979,274	*	19,676	847,100	319,000	44,524	1,210,624	43.5	67,904	167,881	60,784	—	....
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	....	....	23.7	12,542	—	—	—	....
28 Feb '67	80.0	—	....	—	12	6	153	Seaboard and Roanoke	1,811,863	*	221,084	868,200	409,893	112,266	2,032,947	80.0	168,037	391,577	230,526	—	....
30 Sep. '67	205.0	—	21.3	7.0	32	15	195	Virginia Central	5,540,788	541,814	296,438	3,353,679	1,919,550	372,297	6,679,046	221.8	300,405	554,611	135,648	—	....
30 Jun. '66	204.7	9.4	10.6	—	29	18	275	Virginia and Tennessee	7,190,550	*	171,670	3,497,291	1,839,500	520,822	7,362,250	214.9	278,839	556,022	93,832	—	—
								WISCONSIN.													
31 Dec. '66	196.0	79.0	....	—	58	32	1,158	*Milwaukee and St. Paul*	10,902,982	*	7,605,392	10,988,950	3,229,000	—	18,508,374	275 0	986,727	2,538,800	934,103	—	65½
31 Dec. '66	200.0	135.0	28.3	—	47	31	660	*Milw'kee and Prairie du Chien*	7,726,200	*	—	4,144,696	390,500	—	—	235.0	....	....	....	—	40
....	—	....	....	....	....	....	....	Western Union	....	....	....	....	....	....	....	....	....	....	....	—	
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y.)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	....	236,798	67,652	—	15
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,462,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	....	242,798	117,842	—	63
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	....	4,368,510	1,154,855	—	—
31 July '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	....	26,084,180	357.0	....	3,011,860	1,649,510	1½	—
31 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	—	....	....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,133	—	—
								NEW BRUNSWICK.													
31 Oct. '66	108.0	1.2	12.0	—	13	18	170	European & North American	4,747,713	—	—	4,658,706	—	—	—	108.0	—	148,339	55,777	—	—
July, '61	60.0	—	....	....	....	....	....	New Brunswick and Canada	1,402,748	02,338	—	1,380,000	18,100	136,000	1,709,232	60 0	....	132 555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	....
								NEW GRANADA.													
	8.	—	—	—	11	22	120	Panama	8,000,000	*	—	[illegible]	—	0	10,762,723	48.7	—	[illegible]	[illegible]	—	....

PREFERRED AND GUARANTIED R. R. STOCKS

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	1,340,400	6	3	70½
Buffalo, N. Y. & Erie, (guarantied)	875,000	7		----
Camden & Atlantic (preferred)	620,800	7	—	18
Catawissa (preferred)	1,150,000	7	—	27¾
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	67½
Chicago & Alton (preferred)	2,425,400	7	7	132
Chicago & Northwestern (pref.)	14,789,125	7	7	77¾
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1,673,300	10	10	85½
Cumberland Valley (1st preferred)	241,900	8	8	----
" (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---		----
Dubuque & Sioux City (preferred)	1,988,171	7	3½	74
Elmira, Jeff. & Canandaigua (guar.)	500,000	---		----
Elmira & Williamsport (preferred)	500,000	7	7	40⅝
Erie (preferred)	8,536,910	7	7	76
Hannibal & St. Joseph (preferred)	5,253,856	7	—	90
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	6,586,135	7	3	28½
" " (2d pref.)	4,051,744	7	3	10
Michigan S. & N. Indiana (guar.)	586,800	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	105
" " " (2d pref.)	841,400	7	7	97
Milwaukee & St. Paul (preferred)	7,370,900	7	—	77¾
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	123
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	68¾
Toledo, Wabash & Western (pref.)	1,000,000	7	7	69
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	---	----
" " " (2d pref.)	908,400	7	---	----
Troy & Greenbush (guarantied)	274,400	6	6	45
Vermont & Canada, (guarantied)	1,600,000	8	8	102¾
Warren (guarantied)	1,408,300	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J.	1836	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18--	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.	------	--	------	------	----
Erie and Penn.:					
Bonds	673,799	7	J. & J.	1865	----
Interest Certificates	161,960	6	"	1868	----
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	----
Six per cent. Loan	5,434,351	6	"	1884	84
Monongahela Navigation.					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	------	------	83
Boat Loan	267,010	6	------	------	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	86
2d Mortgage	3,980,670	6	J. & J.	1882	74
Improvement	1,601,670	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63½
Preferred Interest b'ds.	227,569	6	" "	1878	----
Union, (Pa.)					
1st Mortgage	3,000,000	6	M & N.	1883	14½
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	60
Wyoming Valley.					
1st Mortgage	600,000	6	J. & J.	1873	72

CANAL AND NAVIGATION STOCKS

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	42
Chesapeake and Ohio	100	8,226,595	—	----
Delaware Division	100	1,633,350	—	49
Delaware and Hudson	100	10,000,000	10	133
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	64,000	—	----
Illinois and Michigan	----	----------	—	----
Lehigh Navigation	50	6,968,146	10	22¾
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	74½
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,908,207	—	10
" " (preferred)	50	2,888,988	—	20½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union	----	----------	---	½
Union (preferred)	50	2,787,000	—	1½
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 ---- per ton. 38 50 @ 42 —
Pig, American, No. 1 ---- 37 — @ 38 —
Pig, American, No. 2 ---- 35 — @ 36 —
Bar, Refined, English and American ---- 81 — @ 87 50
Bar, Swedes, assorted sizes ---- (gold) 87 50 @ 90 —

	Store Prices.
Bar, Swedes, ordinary sizes	— — @150 —
Bar, English and American, Refined	95 — @100 —
Bar, English and American, Common	85 — @ 90 —
Scroll	125 — @170 —
Ovals and Half-round	120 — @150 —
Band	125 — @ — —
Horse Shoe	125 — @ — —
Rods, ⅝ @ 3-16 inch	100 — @160 —
Hoop	133 — @185 —
Nail Rod ---- per lb.	— 9 @ — 10
Sheet, Russia, Med. No.'s	— 17 @ — 18
Sheet, Single, D. and T. Common	— 5 @ — 7
Rails, English ---- (gold) ---- per ton.	52 — @ 52 50
Rails, American (at works)	78 — @ 80 —

STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb. and 10 per cent. ad val. (Store prices.)

English Cast (2d and 1st qlty.) ---- per lb. — 18 @ — 23
English Spring. (2d and 1st qlty.) ---- — 10 @ — 12½
English Blister. (2d and 1st qlty.) ---- — 11½ @ — 20
English Machinery ---- — 13½ @ — 16
English German. (2d and 1st qlty.) ---- — 14 @ — 16
American Blister, "Black Diamond" ---- — 11½ @ — 17
American, Cast, Tool, do. ---- — 21 @ — 22
American, Spring, do. ---- — 10 @ — 13
American Machinery, do. ---- — — @ — 14
American German do. ---- — 10 @ — 13

COPPER.—Duty: Pig, Bar and Ingot 2¼; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb. All Cash.

Sheathing, New ---- per lb. — — @ — 33
Bolts ---- — 33 @ — —
Braziers' ---- — 33 @ — —
Sheathing, &c., Old ---- — 18 @ — 20
Sheathing, Yellow Metal ---- — 26 @ — —
Bolts, Yellow Metal ---- — — @ — 26
American Ingot ---- — 22¾ @ — 23½

LEAD.—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¼ cents per lb.

Galena ---- per 100 lb. — — @ — —
Spanish ---- (gold) ---- 6 37½ @ 6 50
German Refined ---- (gold) ---- 6 37½ @ 6 62½
English ---- (gold) ---- 6 37½ @ 6 87½
Bar ---- (net) ---- 10 — @ — —
Pipe and Sheet ---- (net) ---- 12 — @ — —

TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca ---- (gold). per lb. — 27½ @ — 27½
Straits ---- (gold). — 24 @ — 24½
English ---- (gold). — 24½ @ — 24¾

	Gold.	Currency.
Plates, I.C. Charcoal. p. box.	8 12½ @ 8 37½	11 50 @ 12 50
Plates, I. C. Coke	6 75 @ 7 62½	9 50 @ 10 50
Plates, Coke Terne	— — @ 6 25	9 — @ — —
Plates, Charcoal Terne	7 75 @ 8 12½	11 — @ 11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk). per gall. — 16½ @ — 16¾
Crude, 40 @ 47 gravity (in shipping order) — — @ — 21½
Refined, free, S. W. ---- — — @ — 36
Refined, in bond, prime L. S. to W. (110 @ 115 test) ---- — — @ — 29½
Refined, in bond, Standard White ---- — — @ — 33
Refined, in bond, prime White ---- — 32½ @ — —
Naptha, Refined, (60 @ 63 gravity) ---- — 15½ @ — —
Residuum ---- per bbl. — — @ 3 50

New York Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th. 11.	F. 12	Sat. 13.	M. 15	Tu. 16.	W. 17
Atlantic M. S. S. Co.	----	----	----	----	----	----
Boston, Hartford & Erie	----	----	----	----	----	----
California 7s	----	----	----	----	----	----
Canton Co.	----	----	----	----	----	----
Central of N. Jersey	123	123	----	124½	123½	124¼
Chicago & Alton	----	----	----	----	----	131
" " pref.	----	----	----	----	----	132
" " 1 M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	----	----	----	----
" " 8 p.c.	----	----	----	----	----	----
Chi. & Gt. Eastern 1st m	82¾	82¾	----	----	----	82¼
Chic. & Northwest'n	69½	69½	69½	70½	70¼	70⅜
" " pref.	81⅝	81⅝	81½	84½	83½	84½
" " 1st M.	----	----	----	----	95	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	99	----
" " Consol.	94	95	94½	95	95	95
Chicago & Rock Isl.	103⅝	103⅞	103¾	104⅞	104⅞	105¼
" '1st M.'70.	----	----	----	----	----	----
Chi., R. I. & Pa. 7s 1896	----	----	----	99½	99½	99½
Clev., Col. and Cin.	91¾	----	92	92	----	92
Clev. and Pittsburg	87	87⅝	87	88⅝	88½	88¾
" 2 M.	----	----	----	----	----	----
" " 3 M.	----	92	----	91	----	----
" " 4 M.	----	----	----	----	----	80
" " con.	----	----	----	----	----	----
Clev. and Toledo	108⅝	107½	107½	107½	107	----
" " S. F. 7 p.c.	----	----	----	----	----	----
Clev., Painesv. & Ash.	104	103	103	----	----	----
Cumberland Coal, pref.	34	----	33½	33½	----	----
Del. & Hudson Canal	----	----	----	----	----	----
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5.	----	----	----	----	----	----
" 2M. 8p.c. '81	----	----	----	----	97½	----
Erie	70½	70½	70	70	69¾	69¾
" pref.	75½	76	----	----	76	----
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	----	----
" 3 M. 7 p.c. '83	97	----	----	97	----	----
" 4 M. 7 p.c. '80	----	----	----	----	92½	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Great Western 2d mort.	78	----	----	----	----	----
Hudson River	141¾	----	141	----	141	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S. F.	----	----	----	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	100
Illinois Central	155	154¾	----	----	155	----
" bonds	----	115	----	----	118	----
Marietta & Cin. 1st pref.	----	----	----	----	28½	----
" " 2d "	----	----	----	----	----	----
Mariposa Mining Co.	----	----	----	----	----	3
" " pref	7½	----	----	----	7	7
Michigan Central	----	----	----	----	----	121¾
" S F. 8p.c. '82	----	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	89½	89¾	89½	89⅞	89½	90½
" " 1M. S. F.	100½	----	----	----	----	----
" " 2 M.	----	96	----	----	----	----
Mil. and P. du Chien	----	----	----	----	----	----
" 1st pref.	----	104½	----	----	----	105
" 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Milw. and St Paul	63½	----	65	65	----	65½
" " pref.	77½	----	----	----	78½	77¾
" " 1st mort.	95	----	95	----	----	95
" " 2d mort.	90	----	----	----	----	----
Missouri 6s	93½	93½	93¾	93⅞	93½	93¾
" iss. to H. & St. J. R.	92½	----	----	92⅞	----	----
" " Pacific	----	----	----	----	----	----
Morris and Essex	----	----	----	----	----	----
" " 1st mort.	99⅝	99¾	99⅞	----	----	----
" " 2d mort.	89¾	----	----	----	----	----
N. Jersey R.R. & T. Co.	----	----	----	----	----	----
New York Central	134½	135	134¾	135½	134⅝	134⅝
" " 7s, S.F. '76	----	----	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	133
" " 6s, S.F. '83	----	----	----	----	----	----
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	127	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" " 1M. 7p.c. '73	100	----	----	----	----	----
N. Y. and N. Haven	----	----	----	151	----	----
N. Carolina 6s ex-coup.	68½	68½	68⅞	69½	70⅛	73½
" new	67	67½	67⅞	68	69½	77½
Ohio & Miss.	29¾	29⅞	29⅝	29⅝	29⅝	29½
" " pref.	----	----	----	----	79½	----
" " 1st m.	----	----	----	----	----	----
Pacific Mail S.S. Co.	96½	96	----	97½	98	97⅞
Panama	----	----	----	----	----	----
Phila. and Reading	94½	95¾	96½	98½	98½	98½
Pitts. Ft. W. & Chicago	111½	111½	111	111½	111½	111½
" " 1M.	----	----	----	----	----	----
" " 2M.	----	----	100	100½	100½	----
" " 3M.	----	----	----	93½	94	----
Quicksilver Mining Co.	28⅞	26¾	----	26	26	25
St. L., Alton & T. H.	----	----	----	----	----	----
" " pref	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s. ex-coup.	74½	73½	73¾	74	75	81
" new	72½	72½	72⅝	73	74¾	74½
Tol. Wab. & Western	49	48¾	48½	48½	48½	----
" " Pref.	----	----	----	69	----	----
" " 1M. ex.	----	----	96	----	----	----
" " 2M.	82	82	----	82½	82½	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s, ex-coupon.	55¾	55½	55¾	56½	56½	59
" new	55	----	55½	55	55¾	----

New York Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	105½	----	106	105⅞	106⅝	106⅝
U. S 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	111⅝	111½	----	----	112½	----
U. S. 6s, 1881, cou.	116⅝	116½	116¾	117	117½	----
U. S. 6s, '81, O.W.L.y.	----	----	----	----	----	----
U. S. 6s, 1881, " ½y.	----	113	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	139	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 5-20s, reg. '62	108⅝	----	109	----	109½	----
U. S. 6s, 5-20s, c. '62	112½	111⅞	112½	112⅝	113½	113
U. S. 6s, 5-20s, reg. '64	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '64	110	109¾	109⅞	110⅜	111½	111
U. S. 6s, 5-20s, reg. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. '65	110½	110	110½	110⅝	111½	111½
U. S. 6s, 5.20s, r. n. '65	----	----	----	----	----	----
U. S. 6s, 5-20s, c. n. '65	112⅝	112½	----	113½	114½	114
U. S. 6s, 5-20s, r. n. '67	----	109	----	----	----	----
U. S. 6s, 5-20s, c. n. '67	112⅝	112¾	113½	113⅞	114½	114½
7.30 Notes, 2d series	109½	109½	----	109½	110	110
" " 3d series	----	----	----	109½	110	----

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Catawissa	----	----	----	----	----	----
" preferred	27	----	27	27	27	27½
Camden & Amboy	127	127	127	127	128	129
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	91½	91½	----	----	----	----
" " 6s, '89	----	----	----	87	----	88
" mort. 6s, '89	96½	----	----	95½	----	96
Elmira & W'msport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Lehigh Navigation	22	22	22	22	21⅝	21¾
" " 6s, '84	84	83½	83½	84	----	----
" " Gold L.	94	94	94	94	89½	91
Lehigh Valley R. R.	55⅝	----	55½	----	55½	55½
" " 6s	----	----	----	----	----	----
Little Schuylkill R. R.	----	42	42½	44	44	45½
" " 7s	----	----	----	----	----	----
Minehill	58	----	----	----	----	----
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	112	----
Northern Central	46½	----	46½	46½	----	46½
Pennsylvania R. R.	52½	52⅝	52⅝	52½	52⅝	52½
" 1st m.	----	103	103	----	----	----
" 2d m.	----	98	----	----	----	----
Penn. State, 6s 1st series	----	----	----	----	----	----
" " 6s, 2d series	----	----	----	----	108½	----
" " 6s, 3d series	108⅝	----	----	----	----	----
" " 6s. W. L.	----	----	----	----	104½	----
Philadelphia City, 6s	----	----	----	96⅝	98½	98½
" " new	101⅝	101⅝	101⅝	----	101½	101½
Philad., Germ. & Nor.	----	----	----	----	----	----
Phila. & Reading	46⅝	47½	47½	48	48½	49
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	103	----	----	103	104	103½
Philadelphia & Erie	----	----	----	26½	----	26½
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	----	----
" " pref.	20½	----	----	----	----	20⅝
" " 6s '82	74	----	----	73¾	----	----
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Susq. Canal	----	----	----	----	----	----
" " 6s '78	----	----	----	64	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hestonville, (Horse)	----	----	----	----	----	10⅝
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
2d and 3d streets, "	54	----	53½	53½	----	53½
Spruce & Pine, "	----	----	----	----	----	23

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	98½	99	99	----	99	----
" " 1886	----	----	----	----	97	----
" " 1890	98½	----	97	----	97½	97½
" " 1893	----	----	----	----	----	96
Balt. and Ohio	----	----	----	----	----	----
" " b'ds, '75	----	----	----	----	----	----
" " " '80	----	----	----	98¾	----	----
" " " '85	----	----	----	----	----	----
Marietta & Cin. 1st m.	94	94	----	----	94½	----
" " 2d m.	72⅝	----	72½	----	72½	----
Northern Central	46½	----	46½	46½	----	----
" " b'ds, 1885	----	----	----	----	----	----
" " " 1900	----	----	----	----	----	----
N. W. Va. 1st mort.	97	----	----	----	----	----
" " 2d mort.	----	----	----	----	----	----
" " 3d mort.	----	----	----	----	----	----
City Passenger R. R.	20	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending June 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston and Albany	----	----	146½x	----	146½	----
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	----	----	----	----	----	----
Boston and Providence	----	----	139½	----	----	----
Boston, Hartford & Erie	15⅝	15½	15½	15½	15½	----
Cheshire, pref.	----	----	68½	----	----	----
Concord	----	----	72	----	----	----
Connecticut River	124	----	----	----	----	----
Eastern	----	120	----	----	----	----
Fitchburg	----	----	----	----	----	----
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	120½	120½	----	121	----
Northern, N. H.	116	----	----	116	----	----
Ogdens. & Lake Champ	----	----	67½	----	----	----
Old Colony & Newport	----	----	93½	95	----	----
Ph., Wil. & Baltimore	58	----	58	----	55½	----
Portl'd, Saco & Ports.	----	----	----	----	----	----
Vermont & Canada	100	----	----	100½	----	----
Vermont & Mass.	----	----	60	60	59½	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	----	99	----	----	----
Metropolitan "	----	----	----	----	----	----
Middlesex "	----	----	----	----	----	----
Central Mining Co.	----	----	----	----	----	----
Copper Falls "	22½	----	----	22½	----	----
Franklin "	----	----	13½	----	----	----
Huron "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	----	----	----	----	----	----
Pewabic "	8	8	----	----	----	----
Pittsburg "	----	----	----	----	----	----
Quincy "	----	----	----	----	----	----
Rockland	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities May 29th, and June 6th:

	Closing Prices. June 6.	May 29.
United States, 5-20s, 6 per cent 1882	72⅝@ 72⅞	72⅝@ 72⅞
Do. do. 6 do. 1884	69 @ 71	69 @ 71
Do. do. 6 do. 1885	71½@ 71¾	71½@ 71¾
Do. do. 6 do. 1868	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 56	52 @ 56
Do. 6 per cent	37 @ 38	36 @ 38
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	60 @ 65	60 @ 65
Do. do., 2d mort., 1881	55 @ 60	55 @ 60
Do. Penn., 1st mort., 1877	60 @ 65	60 @ 65
Do. do., 2d mort., 1882	55 @ 60	55 @ 60
Do., consolid. mort. bonds, 1890	32½@ 33½	32½@ 33½
Detroit and Mil. 1st mort. 7 p. c. 1864	58 @ 62	58 @ 60
Erie shares, $100 (all paid)	45 @ 46	47 @ 48
Do., sterlg. 6 p. c. conv. bonds	70 @ 72	70 @ 72
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., $100 shares (all paid)	97½@ 98½	96½@ 97½
Do., 7 p. c., 1875	75 @ 80	75 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	69 @ 71	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	104 @106	104 @106
Penn. R.R. bonds, 2d mort. con. 6 p c.	93 @ 95	93 @ 95

American Railroad Journal.

Saturday, June 20, 1868.

Stock Exchange and Money Market.

The Money Market has been extraordinarily favorable to responsible borrowers, whose wants have been anything but urgent, and to whom aid has been very freely offered within a range of from 2@4 per cent. on call, and 4@6 per cent. per annum in the discount form. Some exceptional temporary advances have been reported as low as 1@1½ per cent. per annum, to the more extensive dealers in the public funds. There has been little demand for accommodation from other than the street houses; and even these have not been eager applicants for assistance, as their requirements have been practically anticipated by the liberal offerings of capital, from banks and bankers, particularly to the great Government firms of Wall and Nassau streets. The mercantile inquiry has been extremely limited for the season. There has been a meagre supply of prime business paper available, and what has been presented to or through the discount houses has met with a ready market within the range of our quotations. The U. S. Sub-Treasury augmented its cash reserve nearly two millions, during the past week, on a less extensive business, in the way of receipts and disbursements. The office has retired nearly 14 millions of Seven-thirties, since the 1st inst., or an average of close on a million each business day. It is now preparing for the unprecedentedly heavy disbursements, which will be made by the Department, during the coming month of July, amounting to some 30½ millions in the form of coin interest exclusively, of which some 21 millions will on the new 1865 and 1867 (July and January coupon,) Five-twenties. At the same time there will also be payable about $6,000,000 of principal of six per cent. bonds of 1868, nearly all of which loan is held abroad. The bank, insurance, railway and other semi-annual dividends payable in July, it is believed, will reach 20 to 25 millions, which will enormously swell the aggregate offerings of money at this financial centre, and serve to keep loan and discount rates down to very low figures, for some time to come. A considerable amount of the older issues of the National bonds being held abroad, a proportionate amount of the interest payments of July will have to be remitted to Europe, the details of which has been estimated thus: Interest on Sixes of 1867 and 1868, $190,000; interest on Sixes of 1881, $5,000,000; interest on Fives of 1871 and 1874, $400,000; interest on Five-twenties of 1865 and 1867, $1,000,000; dividend on Illinois Central, ($800,000 in currency,) $571,000; on other railway shares and bonds, $2,000,000; making the total of the interest and dividends, to be remitted, $9,161,000. It thus appears that while $30,403,050 of coin becomes payable at the Treasury on interest account, about $9,000,000 of interest on Government bonds and railroad securities has to be remitted. This latter estimate we have made upon a very liberal basis; and includes the dividend on Illinois Central, which has not to be remitted until August 1. The city banks, in their last weekly statement, showed a further increase of over 1½ millions in the deposit line, and about $381,000 in the legal tender reserve, with a decrease of $3,134,900 in specie, and $21,213 in circulation. The loan averages were augmented about $1,350,000.

The specie reserve of the city banks is now $11,193,631, against $12,656,389 same time last year. The city bank deposits are now $210,670,765, against $180,317,763 week ending June 15, 1867. The legal tender reserve amounts to $69,252,840, against $57,924,294 same time last year. The circulation now stands at $34,166,846, against $33,707,109 same time last year. The loans are now $275,142,024, against $246,228,465 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged $88,400,000 a day, against a daily average of $106,610,500 the preceding week, and $102,336,375 the week ending with May 30, 1868. The current week's exchanges average about $95,278,000 a day. The city banks, last week, gained $380,812 of legal tender, and $1,581,110 in the deposit line, while they lost $3,134,900 of their specie reserve. They increased their loans, $1,349,657; and reduced their circulation, $21,213.

The Philadelphia Bank movement the past week shows a decrease in loans of $368,843; a decrease of $51,273 in specie; a decrease in legal tenders of $106,557; a decrease of $241,191 in deposits; and an increase of $234 in cir-

culation. The Bank Clearings show a decrease of $3,135,172, and the balances, an increase of $470,-457.

The New York Gold Exchange Bank reports for the week ending Saturday, the 13th day of June, 1868, the average amount of loans and discounts as $1,059,687; average amount of specie, $442,322; average amount of deposits, $1,055,-551.

The U. S. Sub-Treasury receipts, week ending with June 13, were $14,377,045, including $1,682,-483 from customs duties; payments, $12,505,290, including $620,000 of coin interest; balance at the close of the week, $96,060,267, against $94,188,512, at the close of the preceding week, showing an increase of $1,871,755. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, $9,600,613 including $316,481 from customs; and payments, $11,628,389; on Tuesday, receipts, $1,-106,534 including $431,000 from customs, and payments, $559,823. The balance at the close of business on Tuesday stood at $94,579,204, against $94,560,853, a week previous; and $95,-190,938 on June 2, 1868.

The coin certificates issued by the Sub-Treasury office, during May, reached $8,173,750; and the new three per cent. certificates, $21,670.000.

The outstanding amount of coin certificates on the 1st of June, was $20,298,180, against $19,357,-900 on the 1st of May, 1868.

National Bank notes to the amount of $100,-150 were issued last week, making the total issue to 1,673 banks thus far, $308,307,971, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $8,400,346, leaving, with the existing 1,639 banks, (having an aggregate capital of $420,221,210,) an actual circulation at this date, of $299,907,625. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $341,599,-400; and for the public deposits, $38,467,950—making a total of $380,067,350. The Treasury Department last week redeemed and destroyed $522,204 of worn and mutilated fractional currency, and issued $197,140 of new. The outstanding amount of fractional currency on the 1st inst. was $32,531,590, against $32,450,490 on the 1st of May, and $32,588,690 on the 1st of April, 1868.

Government revenues have been on a very moderate scale, since our last, in the line of both excises and customs. The excises, last week, yielded some four millions, against about three millions the preceding week; customs at the port of New York, $1,682,483, and at the outports about $550,-000 (in coin) more, making the grand total income for the week equal to about $7,132,800 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about $183,000,000.

Gold has been decidedly more active, the speculative and mercantile demand have been much more vigorous; and as the supply available for immediate delivery has been much reduced, partly through the recent heavy shipments to Europe, the price has been advanced from 139¾ at the date of our last review, to 141 on Tuesday of this week. The range of quotations on Wednesday was from 140⅜@141¼, and the latest figures on that day were 140½@140⅝. The specie exports on Tuesday, were $650,000, and on Wednesday $500,000, making a total shipment, thus far in the current week, of $1,150,000. The exports hence of the current half of the calendar year 1868, have been about 44 millions, or nearly twice the aggregate shipments ($22,873,174,) same time last year, and fully up to the very large outflow ($43,534,278,) in the corresponding period of 1866.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been $3,487,065, against $1,148,960 same time last year. The customs demand for Gold last week, averaged $280,400 a day; thus far, this week, it has been equal to $373,-750 a day, or equal to a weekly aggregate of $2,242,500. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $96,502 and from California, $658,758. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been $109,206,794, against $118,689,903 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been $34,742,562, against $37,-300,597 same time in the preceding fiscal year, showing a decrease of $2,558,035 in 1867-'68. The exports of specie from this port, last week, were $2,967,321, against $2,789,963 same week last year. The exports of specie, hence, since July 1, 1867, have been $71,029,173, against $39,649,444 same time in 1866-'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $620,000, and since July 1, 1867, $72,992,637, against $53,972,310 same time in 1866-'7. The specie exports from San Francisco, from Jan. 1, to May 29, 1868, were $16,547,360, against $14,863,-783 same time last year.

Government disbursed $17,053,377 of coin interest through the local office, in May.

Government received $3,335,485 from customs at the port of San Francisco, from Jan. 1, to May 29, against $2,949,682 same time last year.

There has been a very moderate call for foreign exchange, since our last, and as the supply has been rather more liberal, rates have favored buyers. Bankers' prime sixty day bills on London closed on Wednesday at 109⅞@110⅛, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110⅜@110⅝, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of $2,359,561, against $3,-085,804 same week last year; total, since July 1, 1867, $171,547,406, against $184,998,769 same time in 1866-'67.

Government securities have again benefitted by the extraordinary ease in Money. The investment and speculative demand has been very brisk, since Saturday forenoon, and as the fresh run on the funds has been met by no corresponding addition to the available supplies, particularly of the coin bearing bonds, prices have rallied sharply, with occasional fluctuations, under the influence of sales on speculative account to realize profits. The main inquiry has been for the favorite Five-twenties, which have been freely bought by home and foreign purchasers, practically for hoarding purposes. The speculative transactions, stimulated by the abundance and cheapness of money, have been based on the confidence of operators in still higher figures being made on the gold bearing bonds, the general calculation being that 115 per cent. will be reached for the consolidated 5-20s before the July coupon comes off. Seven-thirties have been passing into the Treasury at the rate of about a million and a half a day, mostly through the local office here, where the conversions have been about a million a day, since June 1. Only some 70 millions out of the original aggregate of 830 millions remain to be funded. The June 7-30s matured on the 15th inst.

U. S. sixes of 1881 closed here on Wednesday at 117¼@117⅜; U. S. Five-twenties of 1862, 112@113⅛; U. S. Five-twenties of 1864 at 110⅞@111; U. S. Five-twenties of 1865 at 111@111⅛; U. S. Five-twenties of 1865, consolidated, 113⅞@114; U. S. Five-twenties of 1867, 114@114⅛; U. S. Five-twenties of 1868, 109⅞@110; U. S. Ten-forties at 106⅜@106½, and U. S. Seven-thirties at 110@110⅛. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ⅛@¼ of 1 per cent. on these figures:

August, 1865....118½	October, 1865....117½
September, 1865..118	

U. S. three per cent. certificates 100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 3.	June 10.	June 17.
Consols.....	96½	95	94⅞
U. S. 5-20's of 1862....	72⅝	73	73
Erie.....	46	46¼	45½
Ill. Central.....	97½	101¼	99¾

There has been rather more movement in the railway and miscellaneous share line, and better prices have been realized on most of the speculative favorites.

The new Stock Exchange Clearing House of the Brokers' and Bankers' Association commenced operations on Thursday the 11th inst., under a strong pressure in the way of opposition to its success from several influential members of both Stock Boards. But the business has since made fair progress, and the clearings have been extended to eleven different st ocks in place of the three, with which the first experiments were made.

Some slight increase of activity has been noticeable in the produce line, but prices have been irregular, and generally more favorable to purchasers. Breadstuffs, cotton and provisions wound up rather more steadily, on a somewhat livelier call from both home and export buyers. Middling upland cotton closed rather briskly on Wednesday at 29@29½ cents, per lb. The stock of cotton now here is estimated at about 65,000 bales. The receipts at the port this week, have averaged only about 500 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,141,000 bales, against 1,780,000 bales same time last year; exports, same time 1,630,000 bales, against 1,395,000 bales same time last year stock on hand at latest dates, 125,000 bales, against 250,000 bales same date last year. At the Live Stock markets, this week, Beeves have been in moderate demand closing more firmly

at from 14@18c. per lb.; week's receipts, $6,574. Veal calves have been less active and cheaper, at from 6@12½c. per lb.; receipts, $1,515. Sheep and lambs have been in limited request, at from 3½@7¾c. per lb.; receipts, $19,481. Swine have been more freely dealt in at firmer prices, ranging from 8@8½c. per lb.; receipts, $16,456. The dealings in general merchandise have been quite light for the season, and the market for most kinds of imported goods has been slightly depressed. The total imports of foreign dry goods, last week, were $1,206,766, and the total amount marketed $1,132,277. The value of foreign merchandise imported last week, was $3,806,319—making the grand total specie value of last week's imports of dry goods and merchandise, equal to $5,013,085, against $4,995,809, same week last year; total since July 1, 1867, $227,562,830, against $258,583,777 same time in 1866–'67. The freight market has been comparatively quiet, since our last. Rates close rather more firmly, however. For Liverpool we quote flour at 1s. by sail, and 1s. 3d. by steamer, per bbl.; grain at 4d. by sail, and 5d. by steamer, per bushel; cotton at 3/32@⅛d. by sail, and ⅛d. by steamer, per lb.; and heavy goods at 10s.@20s. by sail, and 10s.@30s. by steamer, per ton. Total number of vessels in port on Wednesday 577.

The coupons of the first mortgage bonds of the Union Pacific Railroad Company, due July 1, will be paid at that date, in gold coin, free of tax, at the Company's office, No. 20 Nassau street, New York.

The New York exports, exclusive of specie, for the week ending June 16, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	$3,085,804	$2,359,561
Prev. reported.....	87,221,328	78,044,960
Since January 1.....	$90,307,132	$80,404,521

The imports for the week ending June 13th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods	$925,695	$1,206,766
Gen. merchandise.....	4,070,114	3,806,319
Total for the week.....	$4,995,809	$5,013,085
Previously reported....	113,831,587	106,003,135
Since January 1.....	$118,827,396	$111,016,220

The balance in the Sub-Treasury on Wednesday was $94,918,789 60.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 85½; do., 7s, 97; Brooklyn 6s, W. L., 97½; Hannibal and St. Joseph pref., 90; do., convertible bonds, 100; Norwich and Worcester R. R., 90; U. S. 6s, Pacific R. R. issue, 102¾; Toledo and Wabash Equipment bonds, 73½; Toledo, Peoria and Warsaw 1st mort. W. D., 79; do., E. D., 85; Buffalo, New York and Erie, 85; do., 2d mort., 92; Detroit and Milwaukee 1st mort., 81; Rensselaer and Saratoga R. R., 94¼; Boston Water Power Co., 21¾; Union Navigation Co., 24¼; Adams' Express Co., 56¼; American Exp., 52; U. S. Exp., 53½; Wells-Fargo Exp., 27½; Merchants' Union Exp., 28⅛; Western Union Telegraph, 37¾; do., 7s, 83; North River Bank, 116; Bank of Commerce, 130; Fourth National Bank, 110; Ocean Bank, 109; Central National Bank, 109; Bankers' and Brokers' Ass., 106; Am. Ex. Bank, 121; Bank of Republic, 119; American Flag, 0.50; Benton Gold, 0.40; Buchanan Farm Oil, 0.41; Burroughs, 0.10; Consolidated Gregory Gold, 5.40; Davidson Copper, 0.75; Edgehill Mining, 3.80; La Crosse Gold, 0.54; Montana Gold, 0.59; New York Gold, 0.71; Quartz Hill Gold, 1.25; Smith and Parmalee, 3.80; United States, petroleum, 1.65; Wallkill Lead, 0.17.

Philadelphia.—Tioga R. R. 7s, 93; West Jersey R. R. 6s, 93; Lehigh Nav. R.R. Loan, 87¼; Warren and Franklin 7s, 88; Connecting R.R. bonds, 85½; Sunbury and Erie 7s, 100½; Reading 6s, 1844–'80, 94¼; do., 1848–'80, 94⅜; Delaware Div. Canal, 49; Schuylkill Nav. 7s, Boat Loan, 75; Girard College R. R., 27; 13th and 15th streets R. R., 15; Penna. State 5s, 1870, 100; Ocean Oil, 1½; Keystone Zinc, 1⅛; Big Mt. Coal, 5¼; Green Mt., 3¾; N. Y. and Middle Coal Fields, 3⅝; Locust Mt., 46; N. Carbondale, 2; Southwark Bank, 107; Philadelphia Bank, 160; Farmers' and Mechanics' Bank, 128; Central National Bank, 121; Mechanics' Bank, 31¼; Bank of North America, 252. The latest quotations are: City 6s, 98½@98¾; do., free of tax, 101½@101¾; State 5s, reg., 100@100¼; do., coupon, 98½@99½; do., 6s, W. L., 104@104¼; Reading, 49⅜@49⅜; do., 6s, 1870, 103½@103½; do., bonds, 94@94½; Camden and Amboy, 128½@129; do., mort. 6s, 1889, 96@97; do., 1883, 91@91½; Penn. R. R., 52⅛@52¼; do., 1st mort., 103@103¼; do., 2d mort., 98¼@98½; Little Schuylkill R. R., 45@45⅛; Morris Canal, 30@50; do., pref., 72½@74¼; do., bonds, 86@90; Wyoming Valley Canal, 38@40; do., 6s, 79½@83; Susquehanna Canal, 15½@17; do., 6s, 63¾@64; Sch. Nav., 10@11; do., pref., 20@20½; do., 6s, 1882, 74¼@75; Union Canal bonds, 14@14; Delaware Div. Canal, 49@50; do., bonds, 83@—; Elmira and Williamsport, 31@33; do., pref., 42@45; do., 7s, 1873, 98@100; do., 5s, 60@62; Lehigh Coal and Navigation, 22@22⅛; do., bonds, 1884, 83½@84; North Pennsylvania, 33@34; do., 6s, 92@93; Philadelphia and Erie, 27@27¼; do., 6s, 91½@92; Minehill, 57¾@58; Catawissa, 8@10; do., pref., 28@28⅛; Lehigh Valley, 55½@55⅝; do., bonds, 95@95½; Fifth and Sixth streets, (horse,) 36@38; Second and Third, 53@53¼; West Philadelphia, 65½@66; Spruce and Pine, 22¾@22½; Green and Coates, 31@31¼; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 14⅛@14½; Girard College, 26½@—; Tenth and Eleventh, 68@70; Union, 41@44; Hestonville, 10½@11.

Boston.—New York and Boston Air Line 6s, 60; Boston, Hartford and Erie 7s, 69¼; do., new, 54; do., scrip, 37½; Stanstead, Shefford and Chambly 7s, 80; Central Pacific R. R. 6s, gold, 101½; Burlington and Missouri River R. R. 8s, 99; Union Pacific 6s, 1897, 101¼; Cheshire R. R. 6s, 1880, 95; Vermont Central and Vermont and Canada 8s, 102¾; Rutland pref., 80; Ogdensburg and Lake Champlain pref., 103; Boston Water Power Co., 22; Cary Imp., Co., 10⅜; Ophir (N. S.) Gold, 1.24; Bullion Consolidated, 70c.; Rhode Island 6s, 100; Maine 6s, 1889, 100¼; New Hampshire 6s, 1870, 100; Massachusetts 5s, 1883, gold, 113½; do., 1891, end., 111½; do., 1893, 113¼; do., 1894, 112¼; do., 6s, 1872, 127; Cambridge 6s, 1888, 100½; do., 5s, 1882, 100; Boston 5s, 1882, gold, 110¼; Hartford 6s, 1876@1881, 99½; Cook Co., Ills., 1880, 96½; City National Bank, 109; Eagle National Bank, 120; Eliot National Bank, 111; Hide and Leather National Bank, 96; Merchants' National Bank, 120½; Pawners' National Bank, 106; State National Bank, 107; Suffolk National Bank, 118¼; Tremont National Bank, 124; Traders' National Bank, 101½; Webster National Bank, 110¼; Washington National Bank, 138½; Allouez Mining Co., 3¼; Hancock, 2¾; St. Clair, 87½c.

Baltimore.—Virginia 6s, old, reg.. 45¼; do., 1867, 43; Virginia Central 4th mort. 8s, 88; Central Ohio R. R., 36; Atlantic Coal, 1.50; Howard Bank, 111; Mechanics' Bank, 11⅛; Union Bank, 61½; Western Bank, 31; Bank of Baltimore, 117¼; Third National Bank, 102⅛; Franklin Bank, 14¼. The latest quotations are: Balt. and Ohio, 122@123; do., 6s, 1875, 98@99; do., 1880, 98¼@98¾; do., 1885, 97½@98; Northern Central, 46½@46¾; do., bonds, 1885, 86½@—; do., 1900, 82@83; Parkersburg Branch, 27@28; N. W. Va., 1st mort., 97@—; do., 2d mort., 95@95; do., 3d mort., 1873, 92@95; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 94@94¼; do., 2d mort., 72⅜@72½; Central Ohio, 35½@36; do., 1st mort., 86½@86½; Western Md. 6s, 1890, 80@82; do., guar., 95@95; Baltimore 6s, 1875, 98@99; do., 1886, 97@99; do., 1890, 97@97½; do., 1893, 96@96½; do., 5s, 1838–'70, 80@80; City Passenger R. R., 19¾@20; George's Creek, 53@58; Santa Clara, 1.50@3.00; Atlantic Coal, 1.50@1.55.

Toledo, Peoria and Warsaw Railway.

This company have for sale the residue of the $1,800,000 First Mortgage bonds, issued on the Western Division of the road between Peoria, Warsaw and Keokuk, amounting to $300,000, which had been reserved for the purchase of iron to complete the road. These bonds bear 7 per cent. interest, coupons payable semi-annually, in February and August, and mature in 1896. They are now offered at 85 with the August coupon attached. Parties desiring to invest their surplus capital in these bonds, can be supplied in sums of $5,000 and upwards by applying at the office of the company, No. 26 Exchange Place, N. Y.

☞ The Philadelphia and Reading R.R. Co., offer to exchange any of their bonds of $1,000 each, at any time before the first day of October next, at par, for a new mortgage bond of equal amount, bearing 7 per cent. interest, clear of U. S. and State taxes, having 25 years to run. The bonds not surrendered on or before the first of October next, will be paid at maturity, in accordance with their tenor.

☞ The Mexican *Two Republics* says that El. Sr. Cunha Reis, Superintendent of the Tuxpan Railroad, in Mexico, arrived at Vera Cruz on the 10th of May. He was accompanied by a number of principal and subordinate employes, ready to commence operations at once.

☞ A Sherbrooke (Ca.) paper announces that nearly all the capital required for the construction of a railway between Lennoxville and Stanstead has been subscribed, and that ere many months have elapsed Sherbrooke will be in direct communication with Boston *via* the Passumpsic Valley Railway.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Northwestern Railroad for the 2d week in June, 1868. $266,913 89
Corresponding week previous year .. 214,974 57

Increase $51,930 32

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week in June, 1868, were $81,450 00
Corresponding week of 1867..... 73,941 00

Increase $7,509 00

The earnings of the Atlantic and Great Western Railway for the first week in June, 1868, were..... $82,116 00
Corresponding week previous year... 95,073 00

Decrease $12,957 00

The earnings of the Michigan Central Railroad for the 1st week in June, 1868, were.. $89,072 33
Corresponding week of previous year.. 67,410 89

Increase..... $21,661 44

Journal of Railroad Law.

TAKING OF PRIVATE PROPERTY FOR PUBLIC USE —REMEDY—COMPENSATION MUST PRECEDE THE TAKING.

The opinion in the recent case of Graham *vs.* The Columbus and Indianapolis Central Railway Company and others, (27 Ind., 260,) is ably expressed as follows by FRAZER, J.—This was a suit to recover the possession of 3 lots in Cambridge City. Answer in 2 paragraphs: 1. General denial. 2. That the defendants are railroad corporations, organized under the general law of this State, and as such have built their respective roads; that it was necessary to build a passenger depot at the intersection of their roads; that they built such a depot on said lots, and now use the same therefor, said lots being no more than is necessary for that purpose, and for the track of one of the defendants, the Cincinnati and Indianapolis Junction R. R. Co., which is laid on said lots; that no damages have been assessed or paid for said appropriation, and that this is the possession alleged in the complaint. A demurrer to the 2d paragraph of the answer was overruled, and upon this arises the only question in the case.

The constitution of the State provides that "no man's property shall be taken by law without just compensation, nor except in case of the State, without such compensation first assessed and tendered." Art. 1, § 21. The possession of the lots in question was taken in defiance of this safeguard of the fundamental law. This, and nothing more, is pleaded as a bar to the suit. Can such unlawful seizure of property confer any right to hold possession of it? We have held that the act of seizure will, in enforcement of the constitution, be prevented by injunction. Sidener *vs.* The Norristown, &c., Turnpike Co., 23 Ind., 623. But the taking by a palpable act of resumption, before the owner has had time or opportunity to invoke the restraining arm of the Court, cannot confer a right to hold. If it be otherwise, then the constitution affords no adequate protection in such cases.

But it is argued, that the owner of property may waive his right to prior compensation. Undoubtedly, but no such waiver is shown by the answer, and in the absence of an averment, we cannot presume it. This provision of the constitution is too plain to be misunderstood, and too just and wise to excuse any disposition on our part to permit it to be evaded or frittered away. As against a private corporation, it protects the citizen in the possession and ownership of his property, until compensation for it shall be assessed and tendered, and the taking without the precedent conditions which authorize it, is wholly without warrant of law, and confers no right whatever, and a possession so obtained is plainly unlawful, for which he has whatever remedy the law gives for an unlawful deprivation of his possession. The constitution cannot be satisfied with such action of the Courts as will allow his property, against his will, to be first taken, and himself turned over to such vexatious litigation to obtain compensation as he may meet afterwards. There must be superadded, in order to make the remedy at all efficient, an injunction to stay the taking until the damages shall be paid. But this is not provided for by statute. It is an appeal to the extraordinary power of the Court exercising equity jurisdiction. When a plain and adequate direct remedy by ejectment exists, it may indeed admit of some question, whether the injunction can be granted without disregarding well established rules, long respected by Courts of Equity. That cases decided under the old constitution are wholly inapplicable to the question before us, is too clear for controversy. Then a railroad company could lawfully take the property of the citizen before making compensation, if a fair mode of ascertaining and obtaining such compensation was provided, and to that remedy the citizen was confined, for the reason that no other existed. Now, however, compensation must precede the taking unless waived. The Legislature has no power to dispense with this condition precedent, and indeed has not attempted to do so. His remedy for a taking without previous compensation, is exactly what it would be if the unwarranted taking was not for public use. There can be no difference whatever. In one of the cases cited by the appellee, it is stated that "cases decided where compensation was not required to precede the taking, cannot be authority upon this question."

The judgment is reversed, with costs, and the cause remanded with directions to sustain the demurrer.

THE COUPONS
OF THE
First Mortgage Bonds
OF THE
UNION PACIFIC
RAILROAD COMPANY.
DUE JULY 1st, 1868.
Will be paid on and after that date,
In GOLD COIN Free of Government Tax,
At the Company's office, No. 20 NASSAU ST., New York.
Schedules with twenty or more coupons, will now be received for examination, and gold checks for the same will be delivered June 30th.
JOHN J. CISCO, Treasurer.

FISH BAR RAILS.
1000 TONS 60 LBS. EBBW VALE RAILS punched for Fish Bars now due at New York, for sale by
PERKINS, LIVINGSTON & POST,
4t25 68 Broadway, N. Y.

M. N. FORNEY,
MECHANICAL ENGINEER,
REPRESENTS
THE HINKLEY & WILLIAMS
Locomotive Works,
The Industrial Works of
BEMENT & DOUGHERTY,
And transacts business relating to the construction, purchase, or sale of Machinery, Engineers, Manufacturers and Railroad Equipment Supplies, &c.
No. 72 BROADWAY, Room 4,
NEW YORK.

LUBRICATING OILS.
FIRST PREMIUM. 1867.
Awarded by the American Institute to
CHESEBROUGH & CO., 132 Maiden Lane, New York.
"These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,
HORACE GREELEY, President.
Perfectly pure (not mixed,) absolutely free from gum; manufactured without acids; will stand any temperature: cheaper than any other good oils in market. 3m25

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 11, 1868.

AT A MEETING OF THE BOARD OF Directors of this Company, held this day, it was

Resolved, That a dividend of 5 per cent. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 13th day of July next, and that the transfer books be closed on the said 13th day of July, and opened on the 5th day of August following.

Resolved, That in pursuance of the plan approved at the shareholders' meeting, May 27, 1868, the shares of this Company be increased by the issue of eight shares for every one hundred now outstanding, and the same be distributed to the holders of shares registered on the Company's books on the 1st day of August next, in the proportion of one share for every twelve and one-half shares then held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain such fraction and will pay therefor. THOMAS E. WALKER, Treasurer.

PROPOSALS.
NOTICE TO RAILROAD CONTRACTORS.

OFFICE OF THE NEW YORK AND OSWEGO MIDLAND RAILROAD COMPANY, ONEIDA, N. Y., June 9th, 1868.

SEALED PROPOSALS WILL BE RECEIVED AT the office of the Company, in Oneida, N. Y., until the 25th day of July, 1868, at noon, for the Grading, Masonry and Bridging of that portion of the New York and Oswego Midland Railroad extending from Middletown, Orange County, to Westfield Flats, in Sullivan County, *via* Phillipsport, Liberty, and intermediate towns; also, including the Branch from the Main Line to Ellenville. The above work will include a Tunnel of about three thousand (3,000) feet in length, through the Shawangunk Mountain, for which separate proposals are invited.

The line will be divided into Sections, of convenient length, and Proposals may be made for separate Sections or for the entire work. The Company will entertain separate proposals for Bridging only. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Middletown, N. Y., where all necessary information may be obtained, on and after the 15th day of July, 1868.

Sealed Proposals will also be received at the office of the Company, in Oneida, N. Y., until the 30th day of July, 1868, at noon, for the Grading, Masonry, and Bridging of the New Berlin Branch, in Chenango County, extending from the Main Line, at East Guilford, to New Berlin, a distance of 22 miles. Plans, Profiles, and Specifications will be ready for examination at the office of the Engineer, in Oneida, N. Y., where all the necessary information may be obtained, on and after the 23d day of July, 1868.

D. C. LITTLEJOHN, President.
W. B. GILBERT, Chief Engineer.

JOHN W. GOULD & CO.,
FOREIGN & AMERICAN
IRON & STEEL RAILS,
Of all Weights and Patterns.
RAILROAD SUPPLIES,
Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.
Iron Bridges and Roofing.
Plans and Estimates furnished on application.
65 WALL STREET, New York.
JOHN W. GOULD. EDWARD P. BIGELOW.

FOR SALE.

Two New First-class Locomotive Engines and Tenders of 4 ft. 8 1-2 in. Gauge—Cylinders 16×24, Drivers 5 ft. diam.

KASSON & CO.,
119 Broadway, N. Y.

P. O. Box 5,195.

COHOES ROLLING MILL.

—FOR MANUFACTURERS' USE—

SHAFTING, BAR & BAND IRON,

ALSO

SUPERIOR PATENT PUNCHED

AXE, PICK & MATTOCK POLLS.

MORRISON, COLWELL & PAGE,
OFFICE, TROY, N. Y.

ESTABLISHED 1821.

RAILROAD UPHOLSTERY GOODS.

Plushes, Reps, Damasks, Curled Hair, Car-Seat Duck, CAR-SEAT SPRINGS,

AND ALL UPHOLSTERERS' SUPPLIES.

HEAD LININGS MADE TO ORDER.

A. S. THORP & Co.,

163 William street, New York.

---

600 MILES

OF THE

UNION PACIFIC

RAILROAD

Are now finished and in operation. Sixty miles of track have been laid this spring, and the work along the whole line between the Atlantic and Pacific States is being pushed forward more rapidly than ever before. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1869 instead of 1870. The means provided are ample and all that energy, men and money can do to secure the completion of this

GREAT NATIONAL WORK,

at the earliest possible day, will be done.

The UNION PACIFIC RAILROAD COMPANY receive:

I.—A Government Grant of the right of way, and all necessary timber and other materials found along the line of its operations.

II.—A Government Grant of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.

III.—A Government Grant of United States Thirty-year Bonds, amounting to from $16,000 to $48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c. The interest is now much more than paid in this way, besides securing a great saving in time and money to the Government.

IV.—A Government Grant of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and *no more*. THE GOVERNMENT PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad, laid with a heavy T rail, and completely supplied with depots, stations, turnouts, car shops, locomotives, cars, &c.

V.—A Capital Stock Subscription from the stockholders, of which *over Eight Million Dollars* have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—Net Cash Earnings on its Way Business, that already amount to MORE THAN THE INTEREST on the First Mortgage Bonds. These earnings are no indication of the vast through business that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Secure beyond any Contingency.

The Company have abundant means in their Treasury, and make no appeal to the public to purchase their bonds, as the daily subscriptions are entirely satisfactory; but they submit that, for entire security and liberal returns, there is certainly no better investment in the market.

The Union Pacific Bonds are for $1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

NEARLY NINE PER CENT.,

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 20 Nassau St.,

AND BY

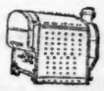
John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds par in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

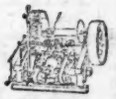
A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
MAY 25, 1868.



ANDREWS'

PATENT



Smoke-Burning and Super-Heating Boilers,

Are Economical of Fuel, and perfectly Safe.

HOISTING MACHINES,

Run without noise.

Drainage and Wrecking Pumps,

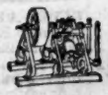
Pass Sand and Gravel without injury,

Capacity 100 to 40,000 Gallons per minute.

OSCILLATING ENGINES,

Run at great speed.

All light, compact, and durable.



Manufactured by

WM. D. ANDREWS & BRO.,

414 & 416 Water St., N. Y.

TOLEDO, PEORIA AND WARSAW

RAILWAY COMPANY'S

FIRST MORTGAGE BONDS

FOR SALE.

300,000 on the Western Division, bearing interest at 7 per cent. Coupons Payable Semi-Annually, in February and August.

PRINCIPAL PAYABLE IN 1896.

This Company having disposed of all of the $1,800,000 bonds issued on the Western Division, between Peoria, Warsaw and Keokuk, except the amount now offered for sale, which has been reserved to pay for iron ordered to complete the line, now offer the same at **85**, flat, that is to say, with the August coupon attached.

Capitalists desiring a safe, cheap and reliable investment, the mortgage being only $15,000 per mile, can be supplied with the Bonds, in amounts of not less than $5,000, by applying at the office of the Company, No. 26 Exchange-place.

CHARLES L. FROST, President.

PENNSYLVANIA RAILROAD COMPANY,
Treasurer's Department.
PHILADELPHIA, May 2, 1868.

NOTICE TO STOCKHOLDERS.—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.

THOMAS T. FIRTH,
8t21 Treasurer.

OFFICE PENNSYLVANIA RAILROAD COMPANY, Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 30th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH,
8t21 Treasurer.

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Baltimore, Md., April 16, 1868.
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CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

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